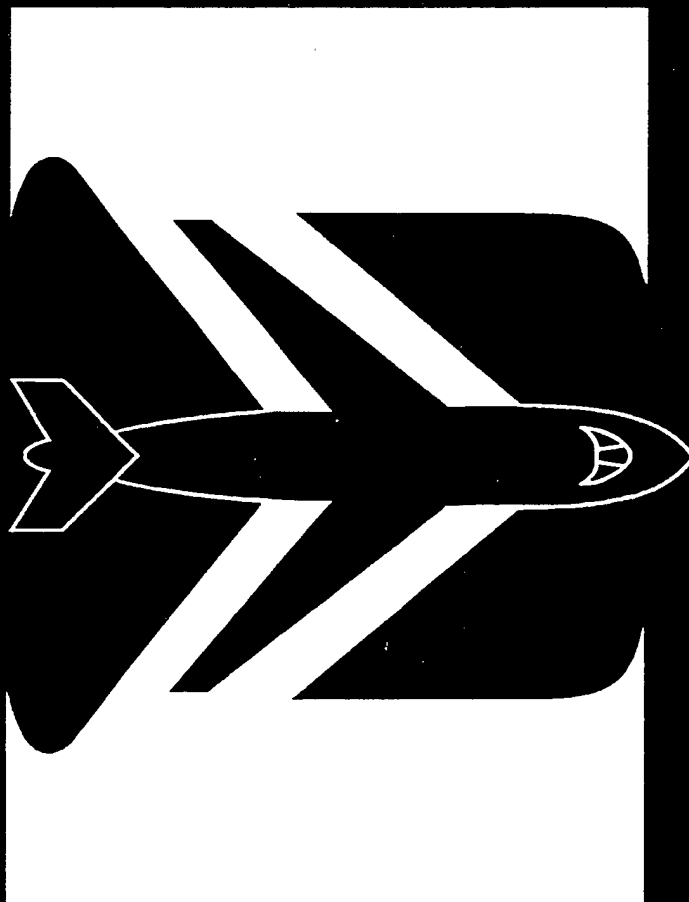




U.S. Department
of Transportation
**Federal Aviation
Administration**

General Aviation and Air Taxi Activity Survey

Calendar Year 2000



Office of Aviation Policy and Plans

FAA APO-02-2

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General Aviation and Air Taxi Activity Survey

Calendar Year 2000

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| 16. Abstract This report presents the results of the annual General Aviation and Air Taxi Activity Survey. The survey is conducted by the FAA to obtain information on the activity of the United States registered general aviation and air taxi aircraft fleet. The report contains tabulations of active aircraft, annual flight hours, average flight hours, and other statistics by aircraft type, state and region of based aircraft, and use. Also included are fuel consumption, lifetime airframe hours, estimates of the number of landings, and IFR hours flown. | | | |
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PREFACE

This report presents the results of the 2000 General Aviation and Air Taxi Activity (GAATA) Survey and is prepared by the Statistics and Forecast Branch, Planning Analysis Division, Office of Aviation Policy and Plans (APO-1).

This survey provides information about the activity of the general aviation and air taxi aircraft fleet. It excludes information about commuter aircraft or airlines. The data and information obtained from the survey enable the Federal Aviation Administration to monitor the general aviation and air taxi fleet so that the FAA can, among other activities, anticipate and meet demand for National Airspace System (NAS) facilities and services, assess the impact of regulatory changes on the general aviation and air taxi fleet, and implement measures to ensure the safe operation of all aircraft in the airspace.

Each year the survey information is collected using a statistically designed sample survey. The sample is selected from general aviation and air taxi aircraft listed on the FAA Civil aircraft Registry. The Appendix of this report provides a description of the survey, its history, and the survey sample design.

To be more responsive to the needs of the general aviation community, a number of major changes have been incorporated into the survey over the years. The GAATA Survey is currently under both agency and industry review and improvements are being implemented incrementally. The processing and review of the 1998 data resulted in several changes in editing and estimation methods. Summary level estimates for 1995, 1996, and 1997 have been revised to reflect these changes. Revisions of more detailed information for these years are not possible due to resource limitations. Data for years prior to 1995 have not been revised and may not be comparable to the latest available data.

The report is divided into seven chapters and an appendix as follows:

Chapter 1, **Historical General Aviation and Air Taxi Activity Measures, 1991-2000**, presents summary information from the 1991 through 2000 surveys. Statistics include general aviation and air taxi population sizes, the number of active aircraft, and total and average hours flown. Other historical measures include active aircraft by aircraft type and by primary use. In addition, Chapter I includes three tables which highlight the 2000 findings. These tables include active general aviation and air taxi aircraft by aircraft type and primary use, active general aviation and air taxi aircraft total hours by aircraft type and primary use, and active general aviation and air taxi aircraft and hours flown by FAA region and state of based aircraft.

Chapter II, **Common General Aviation and Air Taxi Activity Measures**, presents information on the general aviation and air taxi population size, the number of active aircraft, and total and average hours flown. Statistics on another measurement of activity - number of landings - are also given.

Chapter III, **Primary and Actual Use**, lists number of active aircraft by primary use by type of aircraft and total hours flown by actual use by the general aviation and air taxi fleet.

Chapter IV, **Flying Conditions**, presents statistics on the conditions under which the general aviation and air taxi population flies. Detailed statistics on the number of hours flown under Visual Meteorological Conditions (VMC) and Instrument Meteorological Conditions (IMC) during the day and night are given.

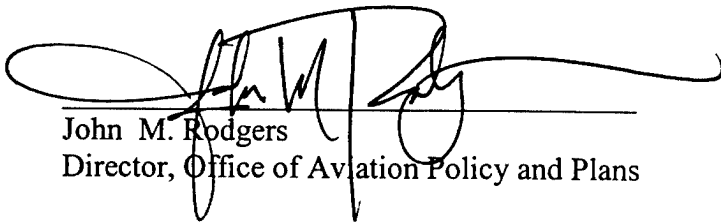
Chapter V, **Fuel Consumption**, gives information on the average and total fuel consumption rates of the general aviation and air taxi fleet.

Chapter VI, **Airframe Hours**, provides data on the age of the general aviation and air taxi fleet -- average airframe hours per active aircraft.

Chapter VII, **Landing Gear Systems**, presents data on the number and annual hours flown by general aviation aircraft with a fixed or retractable landing gear system by aircraft type, and the number of general aviation aircraft with a fixed or retractable landing gear system by age of aircraft.

Appendix, **Methodology for the 2000 General Aviation and Air Taxi Activity Survey**, provides a detailed description of the survey, its history, the survey sample design, and a definition and explanation of "standard error," a statistical measure reported in each table.

Suggestions and comments about this report are welcome and will be given careful consideration in planning future editions. Please direct any comments to Mr. Arthur Salomon, Statistics and Forecast Branch (APO-110), phone number (202) 267-7924, FAX (202) 267-5370 or e-mail arthur.salomon@faa.gov.



John M. Rodgers
Director, Office of Aviation Policy and Plans

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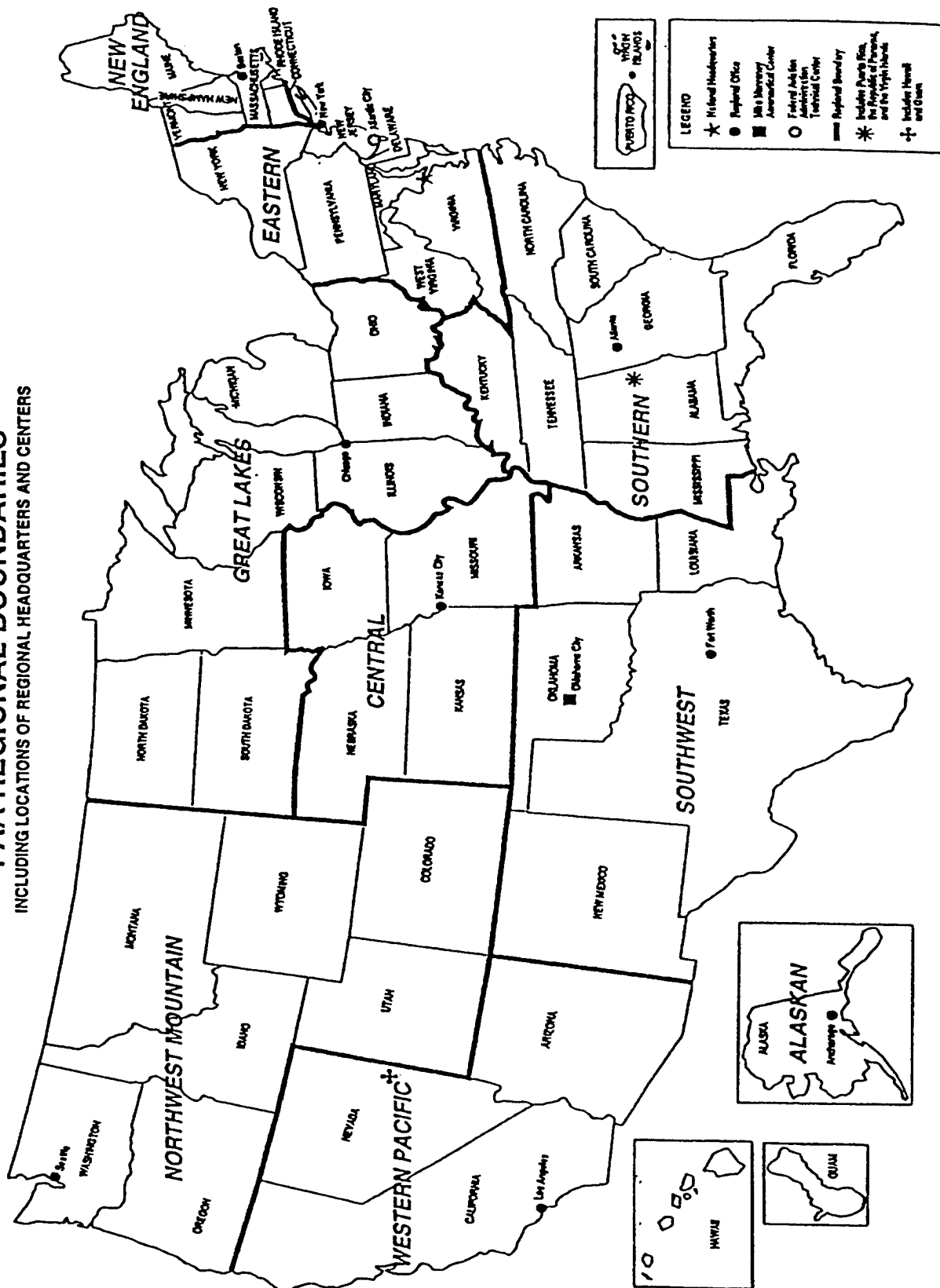
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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

FAA REGIONAL BOUNDARIES

INCLUDING LOCATIONS OF REGIONAL HEADQUARTERS AND CENTERS



CHAPTER I

HISTORICAL GENERAL AVIATION AND AIR TAXI MEASURES

Table 1.1 2000 GENERAL AVIATION AND AIR TAXI NUMBER OF AIRCRAFT BY PRIMARY USE
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

| AIRCRAFT TYPE | PRIMARY USE | | | | | | | | | | | | | |
|-----------------------------------|-----------------|-----------------|--------------------|---------------|----------------|--------------|--------------|-----------------|---------------|----------------|-----------------|------------------|----------------|---------------|
| | Total Active | Personal Use | Instruct- ional | Busi- ness | Corp- orate | Air Taxi | Air Tours | Sight seeing | Aerial Obs | Aerial Apps | Aerial Other | External Load | Medical Use | Other Work |
| Fixed Wing: Total % Std. Error | 183,276 2.2 | 122,517 2.6 | 13,326 2.5 | 24,351 2.7 | 10,260 2.2 | 3,227 2.2 | 122 3.6 | 241 2.0 | 3,346 2.6 | 3,711 2.0 | 673 2.1 | 0 * | 318 1.9 | 1,153 2.2 |
| Piston: Total % Std. Error | 170,513 2.3 | 121,471 2.6 | 13,271 2.6 | 22,740 2.8 | 2,352 2.4 | 2,042 2.5 | 122 2.5 | 236 2.1 | 3,255 2.7 | 3,174 2.2 | 530 2.2 | 0 * | 219 2.4 | 1,084 2.3 |
| 1 Engine: Total % Std. Error | 149,422 2.3 | 111,525 2.7 | 12,237 2.6 | 16,826 3.0 | 638 2.9 | 550 2.7 | 81 2.4 | 204 2.4 | 2,840 2.8 | 3,136 2.3 | 273 2.4 | 0 * | 138 2.9 | 959 2.4 |
| 2 Engine: Total % Std. Error | 20,951 2.0 | 9,901 2.3 | 1,034 2.4 | 5,904 2.2 | 1,714 2.0 | 1,492 2.1 | 41 3.3 | 21 * | 415 2.6 | 23 2.4 | 215 2.2 | 0 * | 81 1.9 | 110 2.2 |
| Piston: Other % Std. Error | 140 1.7 | 45 4.7 | 0 * | 11 2.8 | 0 * | 0 * | 0 * | 12 2.9 | 0 * | 15 2.3 | 42 3.8 | 0 * | 0 * | 15 6.0 |
| Turboprop: Total % Std. Error | 5,762 1.0 | 520 1.1 | 21 1.5 | 1,145 1.2 | 2,831 1.1 | 536 1.0 | 0 * | 4 * | 69 1.2 | 367 0.8 | 143 1.2 | 0 * | 76 0.8 | 37 1.0 |
| 1 Engine: Total % Std. Error | 678 1.0 | 41 0.9 | 0 * | 99 1.1 | 15 1.1 | 105 1.0 | 0 * | 0 * | 17 1.1 | 365 1.8 | 18 * | 0 * | 9 * | 9 * |
| 2 Engine: Total % Std. Error | 5,040 1.0 | 479 1.1 | 21 1.4 | 1,046 1.1 | 2,831 1.0 | 431 0.9 | 0 * | 4 * | 19 1.3 | 0 * | 116 1.6 | 0 * | 66 0.7 | 26 1.1 |
| Turboprop: Other % Std. Error | 45 2.0 | 0 * | 0 * | 0 * | 0 * | 0 * | 0 * | 0 * | 32 6.2 | 2 * | 9 2.5 | 0 * | 0 * | 1 * |

Table 1.1

**2000 GENERAL AVIATION AND AIR TAXI NUMBER OF AIRCRAFT BY PRIMARY USE
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| AIRCRAFT TYPE | PRIMARY USE | | | | | | | | | | | | | |
|-----------------------|-----------------|-----------------|--------------------|---------------|----------------|-------------|--------------|-----------------|---------------|----------------|-----------------|------------------|----------------|---------------|
| | Total Active | Personal Use | Instruct- ional | Busi- ness | Corp- orate | Air Taxi | Air Tours | Sight seeing | Aerial Obs | Aerial Apps | Aerial Other | External Load | Medical Use | Other Work |
| Turbojet: Total | 7,001 | 526 | 33 | 466 | 5,078 | 649 | 0 | 0 | 21 | 170 | 0 | 0 | 24 | 33 |
| % Std. Error | 1.3 | 1.4 | 1.9 | 1.4 | 1.4 | 1.4 | * | * | * | 1.8 | * | * | 1.6 | 1.9 |
| 2 Engine: Total | 6,215 | 496 | 33 | 441 | 4,529 | 638 | 0 | 0 | 21 | 0 | 0 | 0 | 24 | 33 |
| % Std. Error | 1.2 | 1.3 | 1.8 | 1.3 | 1.3 | 1.3 | * | * | * | * | * | * | 1.5 | 1.7 |
| Turbojet: Other | 786 | 31 | 0 | 25 | 548 | 11 | 0 | 0 | 0 | 170 | 0 | 0 | 0 | 0 |
| % Std. Error | 1.9 | 2.1 | * | 2.7 | 2.1 | * | * | * | * | 3.0 | * | * | * | * |
| Rotorcraft: Total | 7,150 | 1,262 | 725 | 342 | 578 | 424 | 166 | 117 | 1,691 | 513 | 323 | 221 | 570 | 211 |
| % Std. Error | 1.9 | 2.3 | 2.4 | 2.2 | 2.3 | 2.4 | 2.2 | 2.2 | 2.2 | 2.4 | 2.2 | 2.6 | 2.4 | 2.6 |
| Piston: Total | 2,680 | 1,024 | 591 | 141 | 64 | 24 | 30 | 81 | 309 | 261 | 73 | 30 | 0 | 51 |
| % Std. Error | 2.3 | 2.9 | 3.1 | 2.8 | 3.2 | 3.4 | 3.8 | 3.0 | 3.4 | 3.2 | 2.8 | 3.8 | * | 3.2 |
| Turbine: Total | 4,470 | 239 | 134 | 201 | 514 | 400 | 136 | 36 | 1,382 | 252 | 250 | 191 | 570 | 160 |
| % Std. Error | 1.6 | 1.9 | 1.8 | 1.9 | 1.9 | 1.9 | 1.7 | 1.8 | 1.7 | 1.9 | 1.9 | 2.1 | 2.0 | 2.3 |
| 1 Eng: Turbine | 3,776 | 213 | 128 | 178 | 369 | 345 | 136 | 36 | 1,376 | 246 | 239 | 121 | 236 | 148 |
| % Std. Error | 1.5 | 1.8 | 1.7 | 1.7 | 1.8 | 1.8 | 1.6 | 1.7 | 1.6 | 1.7 | 1.7 | 1.9 | 1.9 | 2.1 |
| Multi-Eng: Turbine | 694 | 26 | 6 | 23 | 145 | 55 | 0 | 0 | 6 | 6 | 12 | 70 | 334 | 12 |
| % Std. Error | 2.1 | 3.1 | * | 4.2 | 2.7 | 2.4 | * | * | * | * | * | 3.6 | 2.7 | * |
| Other aircraft: Total | 6,700 | 5,502 | 434 | 18 | 0 | 0 | 25 | 516 | 0 | 0 | 0 | 0 | 0 | 204 |
| % Std. Error | 2.1 | 2.7 | 2.8 | 3.6 | * | * | 2.0 | 3.2 | * | * | * | * | * | 2.4 |

Table 1.1 2000 GENERAL AVIATION AND AIR TAXI NUMBER OF AIRCRAFT BY PRIMARY USE
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

PRIMARY USE

| AIRCRAFT TYPE | Total Active | Personal Use | Instruct- ional | Busi- ness | Corp- orate | Air Taxi | Air Tours | Sight seeing | Aerial Obs | Aerial Apps | Aerial Other | External Load | Medical Use | Other Work |
|---------------------|-----------------|-----------------|--------------------|---------------|----------------|-------------|--------------|-----------------|---------------|----------------|-----------------|------------------|----------------|---------------|
| Gliders | 2,041 | 1,732 | 248 | 13 | 0 | 0 | 8 | 18 | 0 | 0 | 0 | 0 | 0 | 22 |
| % Std. Error | 2.2 | 2.7 | 2.7 | * | * | * | * | 3.5 | * | * | * | * | * | 3.9 |
| Lighter-than-air | 4,660 | 3,770 | 187 | 6 | 0 | 0 | 17 | 499 | 0 | 0 | 0 | 0 | 0 | 182 |
| % Std. Error | 2.1 | 2.6 | 3.0 | * | * | * | 1.9 | 3.2 | * | * | * | * | * | 2.3 |
| Experimental: Total | 20,407 | 18,910 | 397 | 458 | 165 | 35 | 6 | 6 | 56 | 71 | 26 | 13 | 41 | 220 |
| % Std. Error | 4.7 | 6.6 | 6.2 | 4.4 | 3.6 | 4.0 | * | * | 3.3 | 3.5 | 4.2 | 4.1 | 3.4 | 3.6 |
| Amateur: | 16,739 | 16,181 | 331 | 212 | 8 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 |
| % Std. Error | 5.9 | 8.3 | 8.4 | 7.2 | * | * | * | * | * | * | * | * | * | * |
| Exhibition: | 1,973 | 1,817 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 129 |
| % Std. Error | 2.2 | 2.7 | * | 3.8 | * | * | * | * | * | * | * | * | * | 2.3 |
| Other: | 1,694 | 912 | 66 | 222 | 157 | 35 | 6 | 6 | 48 | 71 | 26 | 13 | 41 | 90 |
| % Std. Error | 1.6 | 2.0 | 2.2 | 2.0 | 2.0 | 2.2 | * | * | 1.8 | 1.9 | 2.3 | 2.3 | 1.9 | 2.0 |
| Total All Aircraft | 217,533 | 148,192 | 14,883 | 25,169 | 11,003 | 3,686 | 333 | 881 | 5,093 | 4,294 | 1,022 | 234 | 930 | 1,787 |
| % Std. Error | 2.4 | 2.9 | 2.8 | 2.7 | 2.5 | 2.4 | 2.8 | 2.3 | 2.4 | 2.3 | 2.2 | 2.1 | 2.0 | 2.3 |

Note: Row and column summations may differ from printed totals due to estimation procedures.

* Percent standard error of 100% or greater.

** Includes sightseeing performed under 14 CFR 91: General Operating and Flight Rules.

*** Includes air tours performed under 14 CFR 135: Air Taxi Operators and Commercial Operators.

Table 1.2
GENERAL AVIATION AND AIR TAXI NUMBER OF ACTIVE AIRCRAFT
BY AIRCRAFT TYPE 1991-2000

| AIRCRAFT TYPE | 2000 ^{1/} | 1999 ^{1/} | 1998 ^{1/} | 1997 ^{1/} | 1996 ^{1/} | 1995 ^{1/} | 1994 ^{2/} | 1993 ^{2/} | 1992 ^{2/} | 1991 ^{2/} (Thousands) |
|-------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|-----------------------------------|
| Fixed Wing: Total | 183,276 | 184,723 | 175,203 | 166,854 | 163,691 | 162,342 | 150,158 | 156,936 | 171,671 | 182,585 |
| % Std. Error | 2.2 | 2.2 | 1.8 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 |
| Piston: Total | 170,513 | 171,923 | 162,963 | 156,056 | 153,551 | 152,788 | 142,152 | 149,156 | 162,881 | 173,518 |
| % Std. Error | 2.3 | 2.3 | 1.9 | 0.7 | 0.7 | 0.7 | 0.8 | 0.8 | 7.0 | 0.7 |
| 1 Engine: Total | 149,422 | 150,886 | 144,234 | 140,038 | 137,401 | 137,049 | 127,351 | 133,516 | 144,837 | 152,836 |
| % Std. Error | 2.3 | 2.4 | 1.9 | 0.7 | 0.7 | 0.8 | 0.8 | 0.8 | 0.8 | 0.8 |
| 2 Engine: Total | 20,951 | 20,930 | 18,659 | 15,938 | 16,082 | 15,706 | 14,750 | 15,626 | 17,966 | 20,551 |
| % Std. Error | 2.0 | 1.4 | 1.2 | 2.8 | 2.4 | 2.1 | 2.3 | 2.1 | 1.7 | 1.7 |
| Piston: Other | 140 | 108 | 70 | 79 | 68 | 33 | 51 | 14 | 77 | 131 |
| % Std. Error | 1.7 | 2.7 | 4.0 | 43.0 | 47.4 | 76.0 | 48.8 | 40.7 | 17.7 | 22.2 |
| Turboprop: Total | 5,762 | 5,679 | 6,174 | 5,619 | 5,716 | 4,995 | 4,092 | 4,116 | 4,786 | 4,941 |
| % Std. Error | 1.0 | 1.0 | 0.7 | 2.1 | 2.5 | 3.7 | 3.2 | 3.3 | 3.1 | 2.7 |
| 1 Engine: Total | 678 | 1,018 | 1,033 | 650 | 719 | 668 | 481 | 650 | N/A | N/A |
| % Std. Error | 1.0 | 0.4 | 0.3 | 5.8 | 6.0 | 6.2 | 5.0 | 6.8 | | |
| 2 Engine: Total | 5,040 | 4,641 | 5,076 | 4,939 | 4,917 | 4,295 | 3,605 | 3,443 | 4,187 | 4,415 |
| % Std. Error | 1.0 | 1.1 | 0.7 | 2.1 | 2.8 | 4.3 | 3.7 | 3.8 | 3.5 | 3.0 |
| Turboprop: Other | 45 | 21 | 65 | 29 | 80 | 32 | 7 | 24 | 599 | 526 |
| % Std. Error | 2.0 | 3.9 | 1.6 | * | 24.0 | 45.8 | * | 41.0 | 3.0 | 2.4 |

Table 1.2
GENERAL AVIATION AND AIR TAXI NUMBER OF ACTIVE AIRCRAFT
BY AIRCRAFT TYPE 1991-2000

| AIRCRAFT TYPE | 2000 ^{1/} | 1999 ^{1/} | 1998 ^{1/} | 1997 ^{1/} | 1996 ^{1/} | 1995 ^{1/} | 1994 ^{2/} | 1993 ^{2/} | 1992 ^{2/} | 1991 ^{2/} (Thousands) |
|-----------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|-----------------------------------|
| Turbojet: Total | 7,001 | 7,120 | 6,066 | 5,178 | 4,424 | 4,559 | 3,914 | 3,663 | 4,004 | 4,126 |
| % Std. Error | 1.3 | 1.1 | 1.2 | 3.0 | 2.3 | 2.5 | 2.2 | 2.8 | 2.4 | 2.0 |
| 2 Engine: Total | 6,215 | 6,387 | 5,513 | 4,638 | 4,077 | 4,071 | 3,652 | 3,426 | 3,738 | 3,863 |
| % Std. Error | 1.2 | 1.1 | 1.3 | 3.2 | 2.5 | 2.5 | 2.1 | 2.9 | 2.3 | 1.9 |
| Turbojet: Other | 786 | 733 | 552 | 539 | 347 | 488 | 262 | 237 | 266 | 263 |
| % Std. Error | 1.9 | 1.4 | 1.0 | 8.2 | 6.3 | 14.6 | 15.1 | 11.8 | 15.3 | 14.4 |
| Rotorcraft: Total | 7,150 | 7,448 | 7,425 | 6,786 | 6,570 | 5,830 | 4,728 | 4,721 | 5,979 | 6,238 |
| % Std. Error | 1.9 | 1.6 | 1.0 | 2.5 | 3.3 | 4.4 | 5.1 | 3.4 | 3.8 | 3.5 |
| Piston: Total | 2,680 | 2,564 | 2,545 | 2,259 | 2,507 | 1,863 | 1,627 | 1,846 | 2,348 | 2,390 |
| % Std. Error | 2.3 | 2.3 | 0.9 | 6.0 | 6.3 | 9.2 | 10.3 | 6.3 | 7.7 | 7.6 |
| Turbine: Total | 4,470 | 4,884 | 4,881 | 4,527 | 4,063 | 3,967 | 3,101 | 2,875 | 3,631 | 3,848 |
| % Std. Error | 1.6 | 1.2 | 1.2 | 2.3 | 3.8 | 5.0 | 5.8 | 4.0 | 3.9 | 2.9 |
| 1 Engine: Turbine | 3,776 | 4,045 | 4,038 | 3,762 | 3,420 | 3,234 | 2,485 | 2,246 | N/A | N/A |
| % Std. Error | 1.5 | 1.2 | 1.1 | 2.4 | 4.1 | 6.3 | 7.3 | 5.0 | N/A | N/A |
| Multi-Engine: Turbine | 694 | 839 | 843 | 764 | 643 | 733 | 616 | 629 | N/A | N/A |
| % Std. Error | 2.1 | 1.1 | 1.4 | 6.2 | 9.0 | 5.9 | 6.9 | 5.3 | N/A | N/A |
| Other Aircraft Total | 6,700 | 6,765 | 5,580 | 4,092 | 4,244 | 4,741 | 5,906 | 5,037 | 8,000 | 8,051 |
| % Std. Error | 2.1 | 1.8 | 2.1 | 5.8 | 5.5 | 3.8 | 4.9 | 1.9 | 2.9 | 3.0 |

Table 1.2 GENERAL AVIATION AND AIR TAXI NUMBER OF ACTIVE AIRCRAFT
BY AIRCRAFT TYPE 1991-2000

| AIRCRAFT TYPE | 2000 ^{1/} | 1999 ^{1/} | 1998 ^{1/} | 1997 ^{1/} | 1996 ^{1/} | 1995 ^{1/} | 1994 ^{2/} | 1993 ^{2/} | 1992 ^{2/} | 1991 ^{2/} (Thousands) |
|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|-----------------------------------|
| Gliders | 2,041 | 2,041 | 2,105 | 2,016 | 1,934 | 2,182 | 2,976 | 1,814 | N/A | N/A |
| % Std. Error | 2.2 | 1.5 | 1.5 | 4.1 | 4.5 | 4.9 | 6.4 | 6.9 | | |
| Lighter-Than-Air | 4,660 | 4,725 | 3,475 | 2,075 | 2,310 | 2,559 | 2,931 | 3,223 | N/A | N/A |
| % Std. Error | 2.1 | 1.9 | 2.5 | 10.6 | 9.4 | 5.2 | 7.2 | 5.7 | | |
| Experimental Total | 20,407 | 20,528 | 16,502 | 14,680 | 16,625 | 15,176 | 12,144 | 10,426 | N/A | N/A |
| % Std. Error | 4.7 | 2.4 | 2.4 | 4.3 | 4.1 | 3.3 | 3.9 | N/A | | |
| Amateur Built | 16,739 | 16,858 | 13,189 | 10,261 | 11,566 | 9,328 | 8,833 | 6,171 | N/A | N/A |
| % Std. Error | 5.9 | 2.6 | 2.4 | 5.8 | 5.6 | 4.6 | 4.9 | 5.9 | | |
| Exhibition | 1,973 | 1,999 | 1,630 | 1,798 | 2,094 | 2,245 | 637 | 1,868 | N/A | N/A |
| % Std. Error | 2.2 | 1.4 | 3.0 | 7.3 | 8.6 | 7.8 | 16.8 | 7.4 | | |
| Other | 1,694 | 1,671 | 1,684 | 2,620 | 2,965 | 3,603 | 2,674 | 2,387 | N/A | N/A |
| % Std. Error | 1.6 | 1.4 | 1.7 | 6.0 | 4.2 | 3.5 | 5.4 | 5.0 | | |
| All Aircraft | 217,533 | 219,464 | 204,710 | 192,414 | 191,129 | 188,089 | 172,935 | 177,120 | 185,650 | 196,874 |
| % Std. Error | 2.4 | 2.1 | 1.8 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 |

Beginning in 1993, excluded commuters.

^{1/} Due to changes in methodology, estimates may not be comparable to those for 1994 and earlier years.

^{2/} Revised to reflect changes in adjustment for nonresponsible bias with 1996 telephone survey factors.

Note: Row and column summations may differ from printed totals due to estimation procedures.

* Percent standard error of 100% or greater.

Table 1.3

**ACTIVE GENERAL AVIATION AND AIR TAXI AIRCRAFT
BY PRIMARY USE 1991-2000 (AIRCRAFT IN THOUSANDS)**

| USE CATEGORY | 2000 ^{1/} | 1999 ^{1/} | 1998 ^{1/} | 1997 ^{1/} | 1996 ^{1/} | 1995 ^{1/} | 1994 ^{2/} | 1993 ^{2/} | 1992 ^{2/} | 1991 ^{2/} |
|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Corporate | 11.0 | 10.8 | 11.3 | 10.4 | 9.9 | 10.6 | 10.2 | 10.4 | 9.7 | 10.2 |
| Business | 25.2 | 24.5 | 32.6 | 27.7 | 30.7 | 28.3 | 26.5 | 28.5 | 29.4 | 31.9 |
| Personal | 148.2 | 147.1 | 124.3 | 115.6 | 113.4 | 113.4 | 104.1 | 104.6 | 110.5 | 116.0 |
| Instructional | 14.9 | 16.1 | 11.4 | 14.7 | 12.7 | 14.2 | 15.1 | 16.0 | 16.3 | 18.1 |
| Aerial Application | 4.3 | 4.3 | 4.6 | 4.9 | 5.0 | 5.0 | 4.4 | 5.2 | 5.2 | 7.1 |
| Aerial Observation | 5.1 | 3.2 | 3.2 | 3.3 | 3.0 | 4.7 | 5.1 | 4.9 | 5.7 | 5.2 |
| Aerial Other | 1.0 | 0.4 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| External Load | 0.2 | 0.2 | 0.3 | 0.2 | 0.4 | 0.2 | 0.1 | 0.1 | N/A | N/A |
| Other Work | 1.8 | 2.4 | 1.1 | 0.7 | 1.0 | 1.1 | 1.2 | 1.0 | 1.7 | 1.7 |
| Sightseeing** | 0.9 | 0.8 | 0.7 | 0.7 | 0.7 | 0.8 | 1.3 | 1.6 | N/A | N/A |
| Air Taxi | 3.7 | 4.3 | 4.9 | 4.8 | 4.1 | 3.8 | 4.2 | 4.0 | 4.9 | 5.6 |
| Air Tours*** | 0.3 | 0.3 | 0.3 | 0.2 | 0.1 | 0.2 | N/A | N/A | N/A | N/A |

Table 1.3

ACTIVE GENERAL AVIATION AND AIR TAXI AIRCRAFT
BY PRIMARY USE 1991-2000 (AIRCRAFT IN THOUSANDS)

| USE CATEGORY | 2000 ^{1/} | 1999 ^{1/} | 1998 ^{1/} | 1997 ^{1/} | 1996 ^{1/} | 1995 ^{1/} | 1994 ^{2/} | 1993 ^{2/} | 1992 ^{2/} | 1991 ^{2/} |
|-------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Medical | 0.9 | 0.8 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Other | N/A | N/A | 6.0 | 5.3 | 5.6 | 5.9 | 4.4 | 4.3 | 3.6 | 3.9 |
| Subtotal | 217.5 | 219.5 | 204.7 | 192.4 | 191.1 | 188.1 | 176.6 | 180.7 | 187.0 | 199.6 |
| Commuter Air Taxi | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | 0.8 | 0.7 |
| Total | 217.5 | 219.5 | 204.7 | 192.4 | 191.1 | 188.1 | 176.6 | 180.7 | 187.8 | 200.3 |

^{1/} Due to changes in methodology, estimates may not be comparable to those for 1994 and earlier years.
^{2/} Revised to reflect changes in adjustment for nonresponsible bias with 1996 telephone survey factors.

Note: Row and column summations may differ from printed totals due to estimation procedures.

** Includes sightseeing done under 14 CFR 91: General Operating and Flight Rules and 14 CFR 135.

*** Includes air tours done under 14 CFR 135: Air Taxi Operators and Commercial Operators.

Table 1.4 2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN BY ACTUAL USE
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

ACTUAL USE

| AIRCRAFT TYPE | Total | Pers- onal | Instruc- tional | Busi- ness | Corp- orate | Air Taxi | Air Tours | Sight See | Aerial Obs | Aerial Apps | Aerial Oth | Exter- nal | Medi- cal | Other Work |
|-------------------|------------|---------------|--------------------|---------------|----------------|-------------|--------------|--------------|---------------|----------------|---------------|---------------|--------------|---------------|
| Fixed Wing: Total | 26,985,537 | 10,409,165 | 5,034,064 | 3,456,234 | 3,509,515 | 1,498,889 | 93,713 | 114,721 | 972,321 | 1,222,684 | 162,313 | 4,682 | 125,382 | 372,792 |
| % Std. Error | 1.5 | 1.8 | 4.7 | 3.2 | 5.5 | 9.6 | 20.7 | 17.3 | 10.7 | 9.5 | 20.7 | 28.9 | 23.9 | 12.8 |
| Piston: Total | 22,198,933 | 10,098,989 | 5,015,825 | 3,137,782 | 530,644 | 778,715 | 88,432 | 111,804 | 930,539 | 981,759 | 119,240 | 3,745 | 71,753 | 329,705 |
| % Std. Error | 1.6 | 1.9 | 4.8 | 3.2 | 10.6 | 12.2 | 44.6 | 17.8 | 10.9 | 10.6 | 23.1 | 31.4 | 24.6 | 13.7 |
| 1 Engine: Total | 18,798,380 | 9,128,691 | 4,652,761 | 2,321,182 | 119,290 | 254,650 | 37,862 | 99,120 | 804,769 | 957,658 | 82,042 | 3,114 | 38,857 | 298,384 |
| % Std. Error | 1.9 | 2 | 5.1 | 3.8 | 19.1 | 23.4 | 36.5 | 18.5 | 12.1 | 10.6 | 30 | 35.1 | 17.3 | 15 |
| 2 Engine: Total | 3,372,084 | 967,377 | 362,779 | 815,299 | 411,354 | 524,065 | 50,571 | 10,888 | 125,716 | 9,348 | 31,724 | 631 | 32,897 | 29,435 |
| % Std. Error | 3.1 | 4.5 | 15.3 | 5.5 | 11.8 | 13.5 | 70.5 | 66.7 | 23.7 | 73.3 | 35.5 | 70.1 | 47.9 | 26.4 |
| Piston: Other | 28,469 | 2,922 | 285 | 1,301 | 0 | 0 | 0 | 1,795 | 54 | 14,752 | 5,474 | 0 | 0 | 1,886 |
| % Std. Error | 38.5 | 29.7 | 35.7 | 113.2 | | 126.7 | | 73.3 | 123.7 | 77 | 37.4 | | | 59.1 |
| Turboprop: Total | 2,031,394 | 112,211 | 19,648 | 168,074 | 1,000,810 | 407,263 | 5,281 | 1,722 | 36,256 | 163,419 | 42,998 | 196 | 35,140 | 38,376 |
| % Std. Error | 3.5 | 9.7 | 19.2 | 8.7 | 6 | 16.8 | 15.3 | 139.3 | 49.3 | 17.8 | 34.2 | 123.6 | 36.5 | 31.6 |
| 1 Engine: Total | 278,360 | 9,172 | 2,910 | 20,936 | 5,200 | 60,587 | 0 | 71 | 2,211 | 162,589 | 5,949 | 186 | 5,592 | 2,957 |
| % Std. Error | 5.6 | 30.6 | 33.8 | 23 | 58.9 | 27.4 | | 79.7 | 60.1 | 10.4 | 76.7 | 99.7 | 83.6 | 82.2 |
| 2 Engine: Total | 1,727,378 | 103,039 | 16,798 | 147,133 | 995,583 | 346,676 | 5,281 | 1,652 | 1,255 | 39 | 33,982 | 10 | 29,548 | 35,143 |
| % Std. Error | 4.1 | 10.5 | 22.7 | 9.7 | 6.2 | 20.1 | 15.3 | 154.6 | 40.3 | 72.1 | 40 | 163.2 | 40.8 | 35 |
| Turboprop: Other | 25,657 | 0 | 0 | 5 | 27 | 0 | 0 | 0 | 21,490 | 792 | 3,067 | 0 | 0 | 276 |
| % Std. Error | 56.4 | | | 65.7 | 173.2 | | | | 70.9 | 153 | 73.2 | | | 171 |
| Turbojet: Total | 2,755,210 | 197,965 | 7,591 | 150,378 | 1,978,061 | 312,911 | 0 | 1,195 | 5,526 | 77,506 | 75 | 741 | 18,489 | 4,771 |
| % Std. Error | 3.8 | 18.6 | 33.9 | 26.8 | 4.9 | 17.5 | | 94.6 | 87.4 | 40.9 | 77 | 73.9 | 76.4 | 45.5 |

Table 1.4

**2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN BY ACTUAL USE
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| AIRCRAFT TYPE | ACTUAL USE | | | | | | | | | | | | | |
|---------------------------------------|------------------|-----------------|--------------------|-----------------|------------------|-----------------|-----------------|----------------|-----------------|-----------------|----------------|-----------------|-----------------|----------------|
| | Total | Pers- onal | Instruc- tional | Busi- ness | Corp- orate | Air Taxi | Air Tours | Sight See | Aerial Obs | Aerial Apps | Aerial Oth | Exter- nal | Medi- cal | Other Work |
| 2 Engine Turbojet % Std. Error | 2,338,205 3.5 | 187,073 19.6 | 7,154 36.7 | 124,251 22.4 | 1,682,777 4.5 | 306,290 17.8 | 0 | 1,195 94.9 | 5,526 87.6 | 0 | 75 | 741 74.1 | 18,407 | 4,715 46.2 |
| Turbojet: Other % Std. Error | 417,005 14.7 | 10,892 42.3 | 438 83.9 | 26,127 110.5 | 295,284 19.7 | 6,621 102.6 | 0 | 0 | 0 | 77,506 37.9 | 0 | 0 | 82 109.1 | 56 110.6 |
| Rotocraft: Total % Std. Error | 2,308,347 4.1 | 112,772 10.1 | 232,310 14.1 | 59,464 33.5 | 193,819 20 | 176,568 17.4 | 124,165 30.2 | 43,679 28.1 | 631,861 9.3 | 161,102 18.1 | 75,725 18.2 | 151,227 25.6 | 296,191 15.5 | 49,465 26.7 |
| Piston: Total % Std. Error | 530,850 7.4 | 90,075 11.5 | 183,464 17.5 | 21,627 25.3 | 14,512 44.9 | 5,077 66.9 | 3,946 47.4 | 18,223 28.9 | 102,903 21.2 | 69,312 23.7 | 10,860 48.3 | 3,219 54.9 | 83 155.2 | 7,548 45.5 |
| Turbine: Total % Std. Error | 1,777,498 4.4 | 22,697 19.7 | 48,846 22.7 | 37,837 48.2 | 179,307 20 | 171,491 16.6 | 120,218 29.4 | 25,456 41.9 | 528,958 9.7 | 91,790 25.7 | 64,865 18.7 | 148,009 24.6 | 296,107 14.3 | 41,917 28.9 |
| 1 Eng: Turbine % Std. Error | 1,424,029 4.7 | 20,514 20.1 | 45,888 23.4 | 35,862 49.4 | 106,159 21.2 | 161,904 16.9 | 119,751 28.7 | 25,456 40.8 | 526,492 9.3 | 90,668 25.2 | 46,912 19.6 | 71,873 27.3 | 133,815 22.4 | 38,737 29.9 |
| Multi-Eng: Turbine % Std. Error | 353,469 12.1 | 2,183 74.1 | 2,957 51.4 | 1,975 74 | 73,148 41.6 | 9,587 50 | 468 91.1 | 0 | 2,467 91.1 | 1,122 92.6 | 17,954 47.2 | 76,136 43.8 | 162,293 17.4 | 3,180 85.1 |
| Other aircraft: Total % Std. Error | 374,171 12.3 | 194,783 9 | 49,408 24.3 | 4,291 64.7 | 2,069 79.6 | 3 122.3 | 2,107 93.7 | 39,451 16.1 | 286 49.3 | 66 118.5 | 1 149.7 | 0 | 3 76.2 | 81,705 49.2 |
| Glders % Std. Error | 157,384 10 | 100,848 10.2 | 41,841 28 | 2,535 81.9 | 0 | 0 | 1,498 129.6 | 7,733 47.3 | 97 105.6 | 65 120.4 | 0 | 0 | 0 | 2,767 100.1 |
| Lighter-than-air % Std. Error | 216,787 19.7 | 93,935 14 | 7,567 20 | 1,757 106 | 2,069 79 | 3 122 | 609 71 | 31,718 16 | 188 60 | 1 149 | 1 149 | 0 | 3 76 | 78,938 51 |

Table 1.4 2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN BY ACTUAL USE
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

ACTUAL USE

| AIRCRAFT TYPE | Total | Pers- onal | Instruc- tional | Busi- ness | Corp- orate | Air Taxi | Air Tours | Sight See | Aerial Obs | Aerial Apps | Aerial Oth | Exter- nal | Medi- cal | Other Work |
|---------------------|------------|---------------|--------------------|---------------|----------------|-------------|--------------|--------------|---------------|----------------|---------------|---------------|--------------|---------------|
| Experimental: Total | 1,306,806 | 994,149 | 50,049 | 83,964 | 59,980 | 19,023 | 4,425 | 515 | 16,230 | 17,491 | 6,417 | 15,516 | 20,611 | 18,437 |
| % Std. Error | 7.4 | 6.5 | 41.5 | 29.6 | 54.5 | 121.3 | 278.2 | 222.3 | 110 | 103.1 | 131 | 216.3 | 126.1 | 57.7 |
| Amateur: | | | | | | | | | | | | | | |
| % Std. Error | 906,001 | 832,129 | 31,143 | 39,206 | 436 | 208 | 0 | 46 | 1,114 | 263 | 351 | 263 | 6 | 835 |
| | 8.2 | 8.5 | 57.3 | 39.5 | 164.1 | 94.1 | | 149.8 | 123.2 | 100.7 | 75.2 | 100.7 | 296.6 | 87.3 |
| Exhibition: | | | | | | | | | | | | | | |
| % Std. Error | 114,105 | 99,732 | 1,047 | 3,410 | 0 | 2 | 0 | 60 | 143 | 0 | 0 | 0 | 0 | 9,711 |
| | 10.6 | 11.8 | 44.7 | 51.4 | | 97.7 | | 166.5 | 167.1 | | | | | 47 |
| Other: | | | | | | | | | | | | | | |
| % Std. Error | 286,700 | 62,288 | 17,859 | 41,348 | 59,544 | 18,813 | 4,425 | 409 | 14,972 | 17,228 | 6,066 | 15,253 | 20,605 | 7,891 |
| | 10.2 | 12.6 | 37.2 | 22.4 | 24 | 55.8 | 127.5 | 126.6 | 54.1 | 47.5 | 63.2 | 100.7 | 57.4 | 38.5 |
| Total All Aircraft | 30,974,861 | 11,710,869 | 5,374,831 | 3,603,953 | 3,765,383 | 1,694,483 | 224,410 | 198,366 | 1,620,698 | 1,401,343 | 244,456 | 171,426 | 442,187 | 522,399 |
| % Std. Error | 1.5 | 1.7 | 4.6 | 3.3 | 5.5 | 9 | 18.7 | 14.1 | 8.6 | 9 | 16.2 | 34.8 | 17 | 14.3 |

Note: Row and column summations may differ from printed totals due to estimation procedures.

* Percent standard error of 100% or greater.

** Includes sightseeing performed under 14 CFR 91: General Operating and Flight Rules.

*** Includes air tours performed under 14 CFR 135: Air Taxi Operators and Commercial Operators.

Table 1.5

GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN
BY AIRCRAFT TYPE 1991-2000 (HOURS IN THOUSANDS)

| AIRCRAFT TYPE | 2000 ^{1/} | 1999 ^{1/} | 1998 ^{1/} | 1997 ^{1/} | 1996 ^{1/} | 1995 ^{1/} | 1994 ^{2/} | 1993 ^{2/} | 1992 ^{2/} | 1991 ^{2/} |
|-------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Fixed Wing: Total | 26,986 | 27,445 | 24,392 | 24,111 | 23,402 | 23,196 | 21,203 | 21,634 | 24,075 | 26,617 |
| % Std. Error | 1.5 | 1.7 | 1.4 | 2.2 | 2.4 | 2.1 | 1.9 | 1.9 | 1.7 | 1.9 |
| Piston: Total | 22,199 | 22,895 | 20,402 | 20,743 | 20,091 | 20,251 | 18,823 | 19,321 | 21,417 | 23,919 |
| % Std. Error | 1.6 | 1.9 | 1.4 | 2.5 | 2.7 | 2.3 | 2.1 | 2.1 | 1.9 | 2.1 |
| 1 Engine: Total | 18,798 | 19,325 | 16,823 | 18,345 | 17,606 | 17,831 | 16,404 | 17,010 | 18,435 | 20,608 |
| % Std. Error | 1.9 | 2.2 | 1.6 | 2.8 | 3.0 | 2.6 | 2.4 | 2.4 | 2.1 | 2.3 |
| 2 Engine: Total | 3,372 | 3,551 | 3,567 | 2,380 | 2,474 | 2,416 | 2,408 | 2,309 | 2,976 | 3,301 |
| % Std. Error | 3.1 | 3.3 | 3.0 | 5.7 | 5.1 | 4.6 | 4.6 | 3.9 | 3.9 | 4.1 |
| Piston: Other | 28 | 18 | 11 | 19 | 11 | 4 | 11 | 1 | 7 | 10 |
| % Std. Error | 38.5 | 63.8 | 85.9 | 69.5 | 57.5 | * | 52.4 | 42.8 | 22.6 | 33.5 |
| Turboprop: Total | 2,031 | 1,811 | 1,765 | 1,655 | 1,768 | 1,490 | 1,142 | 1,192 | 1,582 | 1,628 |
| % Std. Error | 3.5 | 3.5 | 3.4 | 5.0 | 4.8 | 7.3 | 5.4 | 5.6 | 5.7 | 5.3 |
| 1 Engine: Total | 278 | 357 | 289 | 321 | 328 | 292 | 203 | 250 | N/A | N/A |
| % Std. Error | 5.6 | 9.4 | 7.9 | 10.8 | 10.2 | 9.6 | 8.9 | 11.3 | N/A | N/A |
| 2 Engine: Total | 1,727 | 1,450 | 1,459 | 1,326 | 1,419 | 1,181 | 939 | 938 | 1,332 | 1,471 |
| % Std. Error | 4.1 | 3.5 | 3.8 | 5.7 | 5.5 | 8.9 | 6.3 | 6.4 | 6.5 | 5.8 |
| Turboprop: Other | 26 | 4 | 17 | 9 | 22 | 17 | 0.0 | 3 | 249 | 156 |
| % Std. Error | 56.4 | 56.6 | 50.2 | * | 30.1 | 55.1 | * | 42.6 | 10.2 | 12.8 |

Table 1.5
GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN
BY AIRCRAFT TYPE 1991-2000 (HOURS IN THOUSANDS)

| AIRCRAFT TYPE | 2000 ^{1/} | 1999 ^{1/} | 1998 ^{1/} | 1997 ^{1/} | 1996 ^{1/} | 1995 ^{1/} | 1994 ^{2/} | 1993 ^{2/} | 1992 ^{2/} | 1991 ^{2/} |
|-----------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Turbojet: Total | 2,755 | 2,738 | 2,226 | 1,713 | 1,543 | 1,455 | 1,238 | 1,121 | 1,076 | 1,071 |
| % Std. Error | 3.8 | 3.4 | 4.6 | 6.4 | 5.0 | 5.1 | 3.8 | 4.7 | 4.2 | 4.5 |
| 2 Engine: Total | 2,338 | 2,435 | 1,995 | 1,557 | 1,385 | 1,352 | 1,172 | 1,070 | 1,018 | 1,008 |
| % Std. Error | 3.5 | 3.8 | 5.1 | 6.9 | 5.2 | 5.3 | 3.9 | 4.8 | 4.3 | 4.7 |
| Turbojet: Other | 417 | 303 | 231 | 155 | 158 | 102 | 66 | 51 | 58 | 62 |
| % Std. Error | 14.7 | 7.8 | 12.0 | 13.8 | 17.4 | 17.2 | | 15.5 | 16.4 | 15.1 |
| Rotorcraft: Total | 2,308 | 2,744 | 2,342 | 2,084 | 2,122 | 1,961 | 1,777 | 1,699 | 2,264 | 2,763 |
| % Std. Error | 4.1 | 3.6 | 3.3 | 6.6 | 9.8 | 8.6 | 9.3 | 6.3 | 6.6 | 7.5 |
| Piston: Total | 531 | 556 | 430 | 343 | 591 | 337 | 369 | 391 | 423 | 549 |
| % Std. Error | 7.4 | 7.7 | 4.5 | 13.6 | 21.9 | 13.0 | 12.4 | 8.7 | 12.4 | 12.0 |
| Turbine: Total | 1,777 | 2,188 | 1,912 | 1,739 | 1,531 | 1,624 | 1,408 | 1,308 | 1,842 | 2,214 |
| % Std. Error | 4.4 | 3.5 | 5.2 | 7.5 | 10.6 | 9.8 | 11.0 | 7.6 | 7.6 | 9.0 |
| 1 Engine: Turbine | 1,424 | 1,744 | 1,415 | 1,311 | 1,282 | 1,218 | 1,049 | 992 | N/A | N/A |
| % Std. Error | 4.7 | 4 | 5.7 | 9.3 | 12.4 | 12.3 | 13.7 | 9.5 | N/A | N/A |
| Multi-Engine: Turbine | 353 | 443 | 497 | 429 | 249 | 406 | 359 | 316 | N/A | N/A |
| % Std. Error | 12.1 | 7.4 | 11.4 | 10.9 | 14.8 | 14.1 | 17.3 | 10.8 | | |
| Other Aircraft Total | 374 | 318 | 295 | 192 | 227 | 261 | 388 | 338 | 407 | 483 |
| % Std. Error | 12.3 | 7.6 | 12.3 | 12.1 | 15.5 | 10.7 | 13.4 | N/A | 6.0 | 8.9 |

Table 1.5

GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN
BY AIRCRAFT TYPE 1991-2000 (HOURS IN THOUSANDS)

| AIRCRAFT TYPE | 2000 ^{1/} | 1999 ^{1/} | 1998 ^{1/} | 1997 ^{1/} | 1996 ^{1/} | 1995 ^{1/} | 1994 ^{2/} | 1993 ^{2/} | 1992 ^{2/} | 1991 ^{2/} |
|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Gliders | 157 | 154 | 125 | 133 | 150 | 170 | 291 | 161 | N/A | N/A |
| % Std. Error | 10.0 | 8.2 | 9.5 | 15.6 | 17.1 | 15.7 | 18.4 | 17.1 | | |
| Lighter-Than-Air | 217 | 164 | 169 | 59 | 77 | 91 | 97 | 177 | N/A | N/A |
| % Std. Error | 19.7 | 12.3 | 21.6 | 17.4 | 31.4 | 13.5 | 12.3 | 30.2 | | |
| Experimental Total | 1,307 | 1,247 | 1,071 | 1,327 | 1,158 | 1,194 | 724 | 785 | N/A | N/A |
| % Std. Error | 7.4 | 3.3 | 4.0 | 14.6 | 6.7 | 8.3 | 6.3 | N/A | | |
| Amateur Built | 906 | 879 | 729 | 698 | 524 | 482 | 391 | 277 | N/A | N/A |
| % Std. Error | 8.2 | 3.1 | 3.8 | 24.4 | 9.8 | 9.2 | 7.9 | 9.0 | | |
| Exhibition | 114 | 121 | 73 | 246 | 192 | 260 | 44 | 170 | N/A | N/A |
| % Std. Error | 10.6 | 5.4 | 7.7 | 28.2 | 13.2 | 18.6 | 26.5 | 18.2 | | |
| Other | 287 | 247 | 269 | 382 | 442 | 452 | 289 | 338 | N/A | N/A |
| % Std. Error | 10.2 | 8.2 | 10.3 | 15.9 | 11.6 | 16.8 | 11.1 | 15.0 | | |
| All Aircraft | 30,975 | 31,756 | 28,100 | 27,713 | 26,909 | 26,612 | 24,092 | 24,455 | 26,747 | 29,862 |
| % Std. Error | 1.5 | 1.4 | 1.3 | 2.1 | 2.3 | 2.0 | 1.9 | 1.8 | 1.6 | 1.8 |

Beginning in 1993, excluded commuters.

^{1/} Due to changes in methodology, estimates may not be comparable to those for 1994 and earlier years.^{2/} Revised to reflect changes in adjustment for nonresponsible bias with 1996 telephone survey factors.

Note: Row and column summations may differ from printed totals due to estimation procedures.

* Percent standard error of 100% or greater.

Table 1.6

ACTIVE GENERAL AVIATION AND AIR TAXI AIRCRAFT TOTAL HOURS FLOWN
BY USE 1991-2000 (HOURS IN THOUSANDS)

| USE CATEGORY | 2000 ^{1/} | 1999 ^{1/} | 1998 ^{1/} | 1997 ^{1/} | 1996 ^{1/} | 1995 ^{1/} | 1994 ^{2/} | 1993 ^{2/} | 1992 ^{2/} | 1991 ^{2/} |
|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Corporate | 3,458 | 3,616 | 3,213 | 2,878 | 2,898 | 3,069 | 2,486 | 2,635 | 2,251 | 2,486 |
| Business | 3,670 | 3,598 | 3,523 | 3,006 | 3,259 | 3,335 | 3,012 | 3,350 | 3,483 | 4,063 |
| Personal | 11,699 | 11,294 | 9,781 | 9,644 | 9,037 | 9,659 | 8,248 | 8,202 | 8,682 | 9,664 |
| Instructional | 5,369 | 5,893 | 3,961 | 4,956 | 4,759 | 4,410 | 4,382 | 4,626 | 5,485 | 6,160 |
| Aerial Application | 1,401 | 1,415 | 1,306 | 1,562 | 1,713 | 1,526 | 1,364 | 1,283 | 1,370 | 1,935 |
| Aerial Observation | 1,632 | 1,243 | 812 | 1,261 | 1,057 | 1,391 | 1,746 | 1,627 | 1,736 | 1,789 |
| Aerial Other | 233 | 120 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| External Load | 171 | 128 | 153 | 112 | 191 | 128 | 135 | 83 | N/A | N/A |
| Other Work | 506 | 613 | 286 | 139 | 265 | 280 | 241 | 180 | 348 | 476 |
| Sightseeing** | 198 | 220 | 169 | 127 | 195 | 179 | 309 | 325 | N/A | N/A |
| Air Tours | 646 | 146 | 183 | 114 | 100 | 124 | N/A | N/A | N/A | N/A |
| Air Taxi | 1,550 | 1,897 | 2,400 | 2,008 | 1,734 | 1,403 | 1,545 | 1,334 | 1,967 | 2,184 |

**Table 1.6 ACTIVE GENERAL AVIATION AND AIR TAXI AIRCRAFT TOTAL HOURS FLOWN
BY USE 1991-2000 (HOURS IN THOUSANDS)**

| USE CATEGORY | 2000 ^{1/} | 1999 ^{1/} | 1998 ^{1/} | 1997 ^{1/} | 1996 ^{1/} | 1995 ^{1/} | 1994 ^{2/} | 1993 ^{2/} | 1992 ^{2/} | 1991 ^{2/} |
|-------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Medical Use | 442 | 461 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| Other | N/A | N/A | 940 | 819 | 656 | 1,107 | 622 | 603 | 364 | 470 |
| Subtotal | 30,975 | 31,756 | 28,100 | 27,713 | 26,909 | 26,612 | 24,092 | 24,455 | 26,747 | 29,862 |
| Commuter Air Taxi | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | 724 | 628 |
| Total | 30,975 | 31,756 | 28,100 | 27,713 | 26,909 | 26,612 | 24,092 | 24,455 | 27,471 | 30,490 |

^{1/} Due to changes in methodology, estimates may not be comparable to those for 1994 and earlier years.

^{2/} Revised to reflect changes in adjustment for nonresponsible bias with 1996 telephone survey factors.

Note: Row and column summations may differ from printed totals due to estimation procedures.

** Includes sightseeing done under 14 CFR 91: Genral Operating and Flight Rules.

*** Includes air tours done under 14 CFR 135: Air Taxi Operators and Commercial Operators.

Table 1.7

**GENERAL AVIATION AND AIR TAXI AVERAGE HOURS FLOWN
BY AIRCRAFT TYPE 1991-2000**

| AIRCRAFT TYPE | 2000 ^{1/} | 1999 ^{1/} | 1998 ^{1/} | 1997 ^{1/} | 1996 ^{1/} | 1995 ^{1/} | 1994 ^{2/} | 1993 ^{2/} | 1992 ^{2/} | 1991 ^{2/} |
|-------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Fixed Wing: Total | 147.2 | 148.6 | 139.2 | 144.5 | 143.0 | 142.9 | 141.2 | 137.9 | 140.2 | 145.8 |
| % Std. Error | 1.2 | 1.4 | 1.2 | 2.1 | 2.5 | 2.1 | 1.9 | 1.9 | 1.8 | 1.9 |
| Piston: Total | 130.2 | 133.2 | 125.2 | 132.9 | 130.8 | 132.5 | 132.4 | 129.5 | 131.5 | 137.8 |
| % Std. Error | 1.3 | 1.5 | 1.2 | 2.4 | 2.7 | 2.3 | 2.0 | 3.1 | 2.0 | 2.0 |
| 1 Engine: Total | 125.8 | 128.1 | 116.6 | 131.0 | 128.1 | 130.1 | 128.8 | 127.4 | 127.3 | 134.8 |
| % Std. Error | 1.4 | 1.8 | 1.3 | 2.6 | 3.0 | 2.6 | 2.2 | 2.3 | 2.2 | 2.2 |
| 2 Engine: Total | 160.9 | 169.7 | 191.2 | 149.3 | 153.8 | 153.8 | 163.2 | 147.8 | 165.6 | 160.6 |
| % Std. Error | 2.5 | 2.9 | 2.5 | 5.0 | 4.5 | 4.0 | 4.0 | 3.4 | 3.9 | 3.8 |
| Piston: Other | 203.8 | 170.4 | 163.6 | 238.0 | 159.5 | 118.4 | 224.5 | 94.7 | 85.5 | 74.3 |
| % Std. Error | 17.5 | 29.0 | 28.0 | 54.4 | 31.6 | 67.4 | 19.2 | 13.1 | 26.5 | 26.1 |
| Turboprop: Total | 352.5 | 319 | 285.8 | 294.5 | 309.3 | 298.3 | 279.0 | 289.5 | 330.5 | 329.4 |
| % Std. Error | 3.2 | 3.1 | 3.1 | 4.6 | 3.6 | 4.2 | 4.5 | 4.7 | 4.8 | 4.3 |
| 1 Engine: Total | 410.6 | 351.1 | 279.6 | 492.5 | 456.2 | 437.0 | 421.4 | 385.2 | N/A | N/A |
| % Std. Error | 4.8 | 9.3 | 6.8 | 9.1 | 6.7 | 6.7 | 6.9 | 8.4 | N/A | N/A |
| 2 Engine: Total | 342.8 | 312.5 | 287.5 | 268.4 | 288.5 | 275.0 | 260.5 | 272.4 | 318.2 | 333.2 |
| % Std. Error | 3.8 | 3.2 | 3.4 | 5.2 | 4.2 | 5.1 | 5.3 | 5.5 | 5.5 | 4.5 |
| Turboprop: Other | 574.8 | 203.5 | 259.4 | 304.3 | 269.6 | 535.9 | 21.7 | 145.1 | 416.1 | 297.4 |
| % Std. Error | 26.0 | 15.7 | 33.4 | 31.0 | 17.9 | 30.6 | 0.0 | 11.6 | 1.1 | 14.0 |

Table 1.7 GENERAL AVIATION AND AIR TAXI AVERAGE HOURS FLOWN
BY AIRCRAFT TYPE 1981-2000

| AIRCRAFT TYPE | 2000 ^{1/} | 1999 ^{1/} | 1998 ^{1/} | 1997 ^{1/} | 1996 ^{1/} | 1995 ^{1/} | 1994 ^{2/} | 1993 ^{2/} | 1992 ^{2/} | 1991 ^{2/} |
|-----------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Turbojet: Total | 393.5 | 384.6 | 367.0 | 330.7 | 348.7 | 319.1 | 316.3 | 306.1 | 268.7 | 259.5 |
| % Std. Error | 3.4 | 3.1 | 3.7 | 5.6 | 4.4 | 4.7 | 3.3 | 3.5 | 3.6 | 4.0 |
| 2 Engine: Total | 376.2 | 381.2 | 361.8 | 335.8 | 339.7 | 332.2 | 321.0 | 312.3 | 272.2 | 260.9 |
| % Std. Error | 3.2 | 3.5 | 4.1 | 6.0 | 4.6 | 4.9 | 3.4 | 3.6 | 3.7 | 4.2 |
| Turbojet: Other | 530.6 | 414.1 | 418.6 | 287.5 | 453.7 | 209.6 | 250.1 | 216.4 | 218.6 | 237.7 |
| % Std. Error | 11.7 | 6.2 | 9.0 | 11.1 | 12.2 | 10.8 | 11.5 | 7.8 | 13.4 | 7.5 |
| Rotorcraft: Total | 322.8 | 368.5 | 315.4 | 307.0 | 323.1 | 336.4 | 375.8 | 359.8 | 378.8 | 442.9 |
| % Std. Error | 2.9 | 2.7 | 2.6 | 6.2 | 9.3 | 7.6 | 7.7 | 5.6 | 7.8 | 7.8 |
| Piston: Total | 198.1 | 217 | 169.0 | 152.2 | 235.9 | 181.0 | 226.6 | 211.7 | 180.1 | 229.6 |
| % Std. Error | 4.5 | 4.8 | 3.0 | 12.1 | 19.8 | 9.5 | 8.5 | 6.6 | 11.8 | 9.0 |
| Turbine: Total | 397.6 | 448 | 391.8 | 384.3 | 376.9 | 409.3 | 454.1 | 454.9 | 507.2 | 575.4 |
| % Std. Error | 3.4 | 2.9 | 4.4 | 7.1 | 10.2 | 8.9 | 9.4 | 6.8 | 9.1 | 9.6 |
| 1 Engine: Turbine | 377.1 | 431.4 | 350.5 | 348.4 | 374.8 | 376.7 | 422.3 | 441.5 | N/A | N/A |
| % Std. Error | 3.7 | 3.3 | 4.8 | 9.0 | 12.0 | 10.9 | 11.5 | 8.0 | N/A | N/A |
| Multi-Engine: Turbine | 509.4 | 528.2 | 589.9 | 561.0 | 388.1 | 553.5 | 582.4 | 502.6 | N/A | N/A |
| % Std. Error | 8.0 | 6.0 | 9.1 | 9.0 | 12.9 | 12.4 | 15.1 | 9.7 | N/A | N/A |
| Other Aircraft Total | 55.8 | 47.1 | 52.8 | 46.8 | 53.6 | 55.1 | 65.8 | 67.2 | 50.9 | 60.0 |
| % Std. Error | 8.2 | 5.3 | 8.1 | 11.4 | 15.5 | 10.8 | 12.4 | N/A | 8.2 | 9.7 |

Table 1.7

**GENERAL AVIATION AND AIR TAXI AVERAGE HOURS FLOWN
BY AIRCRAFT TYPE 1991-2000**

| AIRCRAFT TYPE | 2000 ^{1/} | 1999 ^{1/} | 1998 ^{1/} | 1997 ^{1/} | 1996 ^{1/} | 1995 ^{1/} | 1994 ^{2/} | 1993 ^{2/} | 1992 ^{2/} | 1991 ^{2/} |
|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Glders | 77.1 | 75.8 | 59.5 | 66.0 | 77.8 | 77.8 | 97.9 | 88.9 | N/A | N/A |
| % Std. Error | 6.7 | 5.6 | 7.1 | 15.0 | 16.8 | 16.0 | 17.8 | 15.7 | N/A | N/A |
| Lighter-Than-Air | 46.5 | 34.8 | 48.7 | 28.2 | 33.3 | 35.7 | 33.1 | 55.0 | N/A | N/A |
| % Std. Error | 13.1 | 8.6 | 13.0 | 13.7 | 32.4 | 13.5 | 10.0 | 29.6 | N/A | N/A |
| Experimental Total | 64.0 | 60.8 | 64.9 | 90.4 | 69.6 | 78.7 | 59.6 | 75.3 | N/A | N/A |
| % Std. Error | 4.1 | 2.0 | 2.3 | 14.2 | 5.7 | 7.6 | 5.0 | N/A | N/A | N/A |
| Amateur Built | 54.1 | 52.2 | 55.3 | 68.1 | 45.3 | 51.7 | 44.3 | 44.9 | N/A | N/A |
| % Std. Error | 4.3 | 1.8 | 2.1 | 23.7 | 8.1 | 8.0 | 6.1 | 6.8 | N/A | N/A |
| Exhibition | 57.8 | 60.5 | 44.5 | 136.8 | 91.5 | 115.9 | 68.3 | 90.9 | N/A | N/A |
| % Std. Error | 7.4 | 3.9 | 6.2 | 27.2 | 10.7 | 18.0 | 22.0 | 16.6 | N/A | N/A |
| Other | 169.2 | 147.8 | 159.8 | 145.6 | 149.1 | 125.4 | 108.2 | 141.6 | N/A | N/A |
| % Std. Error | 7.6 | 6.1 | 7.7 | 14.8 | 10.7 | 17.3 | 9.2 | 14.2 | N/A | N/A |
| All Aircraft | 142.4 | 144.7 | 137.3 | 144.0 | 140.8 | 141.5 | 139.3 | 138.1 | 144.1 | 151.7 |
| % Std. Error | 1.1 | 1.1 | 1.0 | 2.0 | 2.3 | 2.0 | 1.7 | 1.8 | 1.8 | 1.8 |

Beginning in 1993, excluded commuters.

^{1/} Due to changes in methodology, estimates may not be comparable to those for 1994 and earlier years.

^{2/} Revised to reflect changes in adjustment for nonresponse bias with 1996 telephone survey factors.

Note: Row and column summations may differ from printed totals due to estimation procedures.

* Percent standard error of 100% or greater.

Table 1.8 **2000 GENERAL AVIATION AND AIR TAXI NUMBER OF AIRCRAFT
AND TOTAL HOURS FLOWN
BY FAA REGION AND STATE OF BASED AIRCRAFT
"INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| FAA REGION AND STATE | ACTIVE AIRCRAFT | | HOURS FLOWN | |
|----------------------|-----------------|------------------------------|----------------------|------------------------------|
| | Aircraft | Percent Standard Error | Hours (Thousands) | Percent Standard Error |
| Alaskan - Total | 5,925 | 1.6 | 692 | 6.2 |
| Central - Total | 12,173 | 1.7 | 1,645 | 9.4 |
| Iowa | 2,772 | 1.6 | 331 | 10.6 |
| Kansas | 3,611 | 1.7 | 494 | 7.9 |
| Missouri | 3,777 | 1.8 | 545 | 7.7 |
| Nebraska | 2,013 | 1.6 | 275 | 11.4 |
| Eastern - Total | 25,606 | 2.4 | 3,476 | 12.1 |
| Delaware | 2,068 | 2.9 | 303 | 12.9 |
| District of Columbia | 152 | 1.9 | 13 | 17.8 |
| Maryland | 3,436 | 2.1 | 487 | 14.6 |
| New Jersey | 3,791 | 1.9 | 583 | 10.9 |
| New York | 6,082 | 2.5 | 816 | 9.0 |
| Pennsylvania | 5,648 | 2.7 | 724 | 9.2 |
| Virginia | 3,354 | 2.2 | 414 | 8.7 |
| West Virginia | 1,075 | 2.8 | 136 | 13.3 |

Table 1.8 **2000 GENERAL AVIATION AND AIR TAXI NUMBER OF AIRCRAFT
AND TOTAL HOURS FLOWN
BY FAA REGION AND STATE OF BASED AIRCRAFT
"INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| FAA REGION AND STATE | ACTIVE AIRCRAFT | | HOURS FLOWN | |
|----------------------|-----------------|------------------------------|----------------------|------------------------------|
| | Aircraft | Percent Standard Error | Hours (Thousands) | Percent Standard Error |
| Great Lakes - Total | 37,915 | 2.5 | 5,149 | 12.0 |
| Illinois | 7,478 | 2.2 | 998 | 8.1 |
| Indiana | 3,964 | 2.6 | 503 | 13.6 |
| Michigan | 7,236 | | 935 | 9.4 |
| Minnesota | 5,141 | 3.0 | 707 | 10.2 |
| North Dakota | 1,585 | 2.1 | 419 | 17.0 |
| Ohio | 6,486 | 2.6 | 840 | 7.7 |
| South Dakota | 1,376 | 2.9 | 157 | 19.6 |
| Wisconsin | 4,649 | 2.4 | 590 | 10.0 |
| New England - Total | 8,074 | 1.3 | 989 | 13.7 |
| Connecticut | 1,793 | 1.4 | 241 | 9.5 |
| Maine | 1,086 | 1.5 | 114 | 13.2 |
| Massachusetts | 2,717 | 1.2 | 329 | 6.7 |
| New Hampshire | 1,485 | 1.6 | 203 | 11.8 |
| Rhode Island | 393 | 1.2 | 45 | 18.6 |
| Vermont | 600 | 1.1 | 57 | 22.6 |

Table 1.8 **2000 GENERAL AVIATION AND AIR TAXI NUMBER OF AIRCRAFT**
AND TOTAL HOURS FLOWN
BY FAA REGION AND STATE OF BASED AIRCRAFT
"INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

| FAA REGION AND STATE | ACTIVE AIRCRAFT | | HOURS FLOWN | |
|----------------------------|-----------------|------------------------------|----------------------|------------------------------|
| | Aircraft | Percent Standard Error | Hours (Thousands) | Percent Standard Error |
| Northwest Mountain - Total | 24,252 | 2.7 | 3,066 | 13.8 |
| Colorado | 5,246 | 2.4 | 651 | 7.1 |
| Idaho | 2,328 | 2.7 | 336 | 14.6 |
| Montana | 2,374 | 2.3 | 271 | 12.0 |
| Oregon | 4,687 | 3.2 | 564 | 13.3 |
| Utah | 1,673 | 2.4 | 234 | 13.1 |
| Washington | 7,166 | 2.9 | 912 | 10.1 |
| Wyoming | 778 | 2.8 | 98 | 26.5 |
| Southern - Total | 39,271 | 2.6 | 5,816 | 12.6 |
| Alabama | 3,480 | 2.2 | 462 | 8.7 |
| Florida | 14,096 | 2.7 | 2,299 | 7.0 |
| Georgia | 4,809 | 2.7 | 702 | 9.2 |
| Kentucky | 2,033 | 3.1 | 244 | 21.9 |
| Mississippi | 2,038 | 2.8 | 256 | 19.3 |
| North Carolina | 5,620 | 2.8 | 769 | 10.9 |
| Puerto Rico | 278 | 2.3 | 59 | 18.4 |
| South Carolina | 2,689 | 2.3 | 387 | 9.8 |
| Tennessee | 4,228 | 2.5 | 638 | 8.5 |

Table 1.8 **2000 GENERAL AVIATION AND AIR TAXI NUMBER OF AIRCRAFT**
AND TOTAL HOURS FLOWN
BY FAA REGION AND STATE OF BASED AIRCRAFT
"INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

| FAA REGION AND STATE | ACTIVE AIRCRAFT | | HOURS FLOWN | |
|-------------------------|-----------------|------------------------------|----------------------|------------------------------|
| | Aircraft | Percent Standard Error | Hours (Thousands) | Percent Standard Error |
| Southwest - Total | 31,611 | 2.5 | 5,177 | 10.7 |
| Arkansas | 2,660 | 2.2 | 442 | 10.8 |
| Louisiana | 3,012 | 2.5 | 677 | 10.1 |
| New Mexico | 2,990 | 2.2 | 430 | 13.1 |
| Oklahoma | 4,080 | 3.0 | 648 | 13.5 |
| Texas | 18,869 | 2.8 | 2,980 | 5.8 |
| Western-Pacific - Total | 32,666 | 2.4 | 4,965 | 11.9 |
| Arizona | 6,062 | 2.8 | 824 | 9.5 |
| California | 23,454 | 2.6 | 3,183 | 4.7 |
| Hawaii | 435 | 1.6 | 184 | 19.5 |
| Nevada | 2,715 | 2.4 | 774 | 13.8 |
| Other U.S. Territories | 42 | 4.5 | 3 | 70.1 |
| Total | 217,533 | 2.4 | 30,975 | 1.5 |

CHAPTER II

COMMON GENERAL AVIATION AND AIR TAXI ACTIVITY MEASURES

Table 2.1

**2000 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS
AND AVERAGE FLIGHT HOURS BY AIRCRAFT TYPE
"INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| AIRCRAFT TYPE | Aircraft Population Size | Estimated Number Active | Percent Standard Error | Estimated Percent Active | Percent Standard Error | Estimated Total Hours Flown | Percent Standard Error | Estimated Average Hours | Percent Standard Error |
|---------------------|--------------------------------|-------------------------------|------------------------------|--------------------------------|------------------------------|--------------------------------------|------------------------------|-------------------------------|------------------------------|
| Fixed Wing | | | | | | | | | |
| Fixed Wing - Piston | | | | | | | | | |
| 1 Eng: 1-3 Seats | 67,257 | 42,147 | 2.6 | 62.7 | 2.6 | 5,323,737 | 3.6 | 126.3 | 2.3 |
| 1 Eng: 4+ Seats | 125,474 | 107,275 | 2.1 | 85.5 | 2.1 | 13,474,643 | 2.3 | 125.6 | 2.0 |
| 1 Engine: Total | 192,730 | 149,422 | 2.3 | 77.5 | 2.3 | 18,798,380 | 1.9 | 125.8 | 1.4 |
| 2 Eng: 1-6 Seats | 17,174 | 14,079 | 2.2 | 82.0 | 2.2 | 1,978,265 | 4.0 | 140.5 | 3.2 |
| 2 Eng: 7+ Seats | 8,525 | 6,873 | 1.7 | 80.6 | 1.7 | 1,393,819 | 4.5 | 202.8 | 3.6 |
| 2 Engine: Total | 25,699 | 20,951 | 2.0 | 81.5 | 2.0 | 3,372,084 | 3.1 | 160.9 | 2.5 |
| Piston: Other | 307 | 140 | 1.7 | 45.5 | 1.7 | 28,469 | 38.5 | 203.8 | 17.5 |
| Piston: Total | 218,737 | 170,513 | 2.3 | 78.0 | 2.3 | 22,198,933 | 1.6 | 130.2 | 1.3 |

Table 2.1

**2000 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS
AND AVERAGE FLIGHT HOURS BY AIRCRAFT TYPE
"INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| AIRCRAFT TYPE | Aircraft Population Size | Estimated Number Active | Percent Standard Error | Estimated Percent Active | Percent Standard Error | Estimated Total Hours Flown | Percent Standard Error | Estimated Average Hours | Percent Standard Error |
|-------------------------------|--------------------------------|-------------------------------|------------------------------|--------------------------------|------------------------------|--------------------------------------|------------------------------|-------------------------------|------------------------------|
| Fixed Wing - Turboprop | | | | | | | | | |
| 1 Engine: Total | 792 | 678 | 1.0 | 85.6 | 1.0 | 278,360 | 5.6 | 410.6 | 4.8 |
| 2 Eng: 1-12 Seats | 4,131 | 3,862 | 0.8 | 93.5 | 0.8 | 1,045,003 | 3.7 | 270.6 | 3.5 |
| 2 Eng: 13+ Seats | 1,351 | 1,178 | 1.7 | 87.2 | 1.7 | 682,375 | 9.1 | 579.2 | 7.9 |
| 2 Engine: Total | 5,483 | 5,040 | 1.0 | 91.9 | 1.0 | 1,727,378 | 4.1 | 342.8 | 3.8 |
| Turboprop: Other | 97 | 45 | 2.0 | 46.0 | 2.0 | 25,657 | 56.4 | 574.8 | 26.0 |
| Turboprop: Total | 6,372 | 5,762 | 1.0 | 90.4 | 1.0 | 2,031,394 | 3.5 | 352.5 | 3.2 |
| Fixed Wing - Turbojet | | | | | | | | | |
| 2 Engine Turbojet | 6,777 | 6,215 | 1.2 | 91.7 | 1.2 | 2,338,205 | 3.5 | 376.2 | 3.2 |
| Turbojet: Other | 987 | 786 | 1.9 | 79.6 | 1.9 | 417,005 | 14.7 | 530.6 | 11.7 |
| Turbojet: Total | 7,764 | 7,001 | 1.3 | 90.2 | 1.3 | 2,755,210 | 3.8 | 393.5 | 3.4 |
| Fixed Wing: Total | 232,872 | 183,276 | 2.2 | 78.7 | 2.2 | 26,985,537 | 1.5 | 147.2 | 1.2 |

Table 2.1

**2000 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS
AND AVERAGE FLIGHT HOURS BY AIRCRAFT TYPE
"INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| AIRCRAFT TYPE | Aircraft Population Size | Estimated Number Active | Percent Standard Error | Estimated Percent Active | Percent Standard Error | Estimated Total Hours Flown | Percent Standard Error | Estimated Average Hours | Percent Standard Error |
|-----------------------|--------------------------------|-------------------------------|------------------------------|--------------------------------|------------------------------|--------------------------------------|------------------------------|-------------------------------|------------------------------|
| Rotorcraft | | | | | | | | | |
| Piston | 4,396 | 2,680 | 2.3 | 61.0 | 2.3 | 530,850 | 7.4 | 198.1 | 4.5 |
| 1 Eng: Turbine | 4,824 | 3,776 | 1.5 | 78.3 | 1.5 | 1,424,029 | 4.7 | 377.1 | 3.7 |
| Multi-Eng: Turbine | 1,056 | 694 | 2.1 | 65.7 | 2.1 | 353,469 | 12.1 | 509.4 | 8.0 |
| Turbine: Total | 5,880 | 4,470 | 1.6 | 76.0 | 1.6 | 1,777,498 | 4.4 | 397.6 | 3.4 |
| Rotorcraft: Total | 10,277 | 7,150 | 1.9 | 69.6 | 1.9 | 2,308,347 | 4.1 | 322.8 | 2.9 |
| Other Aircraft | | | | | | | | | |
| Gliders | 3,043 | 2,041 | 2.2 | 67.1 | 2.2 | 157,384 | 10.0 | 77.1 | 6.7 |
| Lighter-than-air | 6,997 | 4,660 | 2.1 | 66.6 | 2.1 | 216,787 | 19.7 | 46.5 | 13.1 |
| Other aircraft: Total | | 6,700 | 2.1 | 66.7 | 2.1 | 374,171 | 12.3 | 55.8 | 8.2 |

Table 2.1

**2000 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS
AND AVERAGE FLIGHT HOURS BY AIRCRAFT TYPE
"INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| AIRCRAFT TYPE | Aircraft Population Size | Estimated Number Active | Percent Standard Error | Estimated Percent Active | Percent Standard Error | Estimated Total Hours Flown | Percent Standard Error | Estimated Average Hours | Percent Standard Error |
|---------------------|--------------------------------|-------------------------------|------------------------------|--------------------------------|------------------------------|--------------------------------------|------------------------------|-------------------------------|------------------------------|
| Experimental | | | | | | | | | |
| Amateur: | 31,994 | 16,739 | 5.9 | 52.3 | 5.9 | 906,001 | 8.2 | 54.1 | 4.3 |
| Exhibition: | 2,806 | 1,973 | 2.2 | 70.3 | 2.2 | 114,105 | 10.6 | 57.8 | 7.4 |
| Other: | 2,280 | 1,694 | 1.6 | 74.3 | 1.6 | 286,700 | 10.2 | 169.2 | 7.6 |
| Experimental: Total | 37,081 | 20,407 | 4.7 | 55.0 | 4.7 | 1,306,806 | 7.4 | 64.0 | 4.1 |
| Total All Aircraft | 290,269 | 217,533 | 2.4 | 74.9 | 2.4 | 30,974,861 | 1.5 | 142.4 | 1.1 |

Table 2.2

**2000 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS
AND AVERAGE FLIGHT HOURS BY REGION OF BASED AIRCRAFT
"INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| REGION | Aircraft Population Size | Estimated Number Active | Percent Standard Error | Estimated Percent Active | Percent Standard Error | Estimated Total Hours Flown | Percent Standard Error | Estimated Average Hours | Percent Standard Error |
|--------------------|--------------------------------|-------------------------------|------------------------------|--------------------------------|------------------------------|--------------------------------------|------------------------------|-------------------------------|------------------------------|
| Alaskan | 7,966 | 5,925 | 1.6 | 74.4 | 1.6 | 691,980 | 6.2 | 116.8 | 4.6 |
| Central | 16,250 | 12,173 | 1.7 | 74.9 | 1.7 | 1,644,934 | 4.5 | 135.1 | 3.4 |
| Eastern | 34,069 | 25,605 | 2.4 | 75.2 | 2.4 | 3,475,477 | 4.3 | 135.7 | 3.2 |
| Great Lakes | 50,332 | 37,915 | 2.5 | 75.3 | 2.5 | 5,149,804 | 3.8 | 135.8 | 2.9 |
| New England | 10,133 | 8,074 | 1.4 | 79.7 | 1.4 | 988,389 | 4.5 | 122.4 | 3.6 |
| Northwest Mt | 33,563 | 24,252 | 2.7 | 72.3 | 2.7 | 3,064,193 | 4.7 | 126.3 | 3.4 |
| Southern | 51,043 | 39,276 | 2.6 | 76.9 | 2.6 | 5,815,831 | 3.8 | 148.1 | 2.9 |
| Southwestern | 43,291 | 31,612 | 2.7 | 73.0 | 2.7 | 5,177,137 | 4.2 | 163.8 | 3.1 |
| Western-Pacific | 43,622 | 32,702 | 2.6 | 75.0 | 2.6 | 4,967,116 | 4.3 | 151.9 | 3.2 |
| Total All Aircraft | 290,269 | 217,533 | 2.4 | 74.9 | 2.4 | 30,974,861 | 1.5 | 142.4 | 1.1 |

**Table 2.3 2000 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS
AND AVERAGE FLIGHT HOURS BY STATE OF BASED AIRCRAFT
"INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| STATE | Aircraft Population Size | Estimated Number Active | Percent Standard Error | Estimated Percent Active | Percent Standard Error | Estimated Total Hours Flown | Percent Standard Error | Estimated Average Hours | Percent Standard Error |
|----------------------|--------------------------------|-------------------------------|------------------------------|--------------------------------|------------------------------|--------------------------------------|------------------------------|-------------------------------|------------------------------|
| Alabama | 4,244 | 3,480 | 2.2 | 82.0 | 2.2 | 461,531 | 8.7 | 132.6 | 7.1 |
| Alaska | 7,966 | 5,925 | 1.6 | 74.4 | 1.6 | 691,980 | 6.2 | 116.8 | 4.6 |
| Arizona | 8,360 | 6,062 | 2.8 | 72.5 | 2.8 | 823,952 | 9.5 | 135.9 | 6.9 |
| Arkansas | 3,355 | 2,660 | 2.2 | 79.3 | 2.2 | 441,581 | 10.8 | 166.0 | 8.6 |
| California | 31,176 | 23,454 | 2.6 | 75.2 | 2.6 | 3,183,025 | 4.7 | 135.7 | 3.5 |
| Colorado | 6,803 | 5,246 | 2.4 | 77.1 | 2.4 | 650,588 | 7.1 | 124.0 | 5.5 |
| Connecticut | 2,236 | 1,793 | 1.4 | 80.2 | 1.4 | 240,596 | 9.5 | 134.2 | 7.7 |
| Delaware | 2,893 | 2,068 | 2.9 | 71.5 | 2.9 | 302,567 | 12.9 | 146.3 | 9.2 |
| District of Columbia | 170 | 152 | 1.9 | 89.6 | 1.9 | 13,430 | 17.8 | 88.1 | 16.0 |
| Florida | 18,433 | 14,096 | 2.7 | 76.5 | 2.7 | 2,299,061 | 7.0 | 163.1 | 5.3 |
| Georgia | 6,366 | 4,809 | 2.7 | 75.5 | 2.7 | 701,850 | 9.2 | 146.0 | 7.0 |
| Hawaii | 526 | 435 | 1.6 | 82.7 | 1.6 | 183,787 | 19.5 | 422.4 | 16.1 |
| Idaho | 3,153 | 2,328 | 2.7 | 73.8 | 2.7 | 335,639 | 14.6 | 144.2 | 10.7 |

Table 2.3

**2000 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS
AND AVERAGE FLIGHT HOURS BY STATE OF BASED AIRCRAFT
"INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| STATE | Aircraft Population Size | Estimated Number Active | Percent Standard Error | Estimated Percent Active | Percent Standard Error | Estimated Total Hours Flown | Percent Standard Error | Estimated Average Hours | Percent Standard Error |
|---------------|--------------------------------|-------------------------------|------------------------------|--------------------------------|------------------------------|--------------------------------------|------------------------------|-------------------------------|------------------------------|
| Illinois | 9,259 | 7,478 | 2.2 | 80.8 | 2.2 | 998,309 | 8.1 | 133.5 | 6.5 |
| Indiana | 5,310 | 3,964 | 2.6 | 74.7 | 2.6 | 503,463 | 13.6 | 127.0 | 10.1 |
| Iowa | 3,591 | 2,772 | 1.6 | 77.2 | 1.6 | 331,203 | 10.6 | 119.5 | 8.2 |
| Kansas | 4,764 | 3,611 | 1.7 | 75.8 | 1.7 | 493,728 | 7.9 | 136.7 | 6.0 |
| Kentucky | 2,767 | 2,033 | 3.1 | 73.5 | 3.1 | 243,533 | 21.9 | 119.8 | 16.1 |
| Louisiana | 4,029 | 3,012 | 2.5 | 74.8 | 2.5 | 677,286 | 10.1 | 224.8 | 7.5 |
| Maine | 1,478 | 1,086 | 1.5 | 73.5 | 1.5 | 113,960 | 13.2 | 104.9 | 9.7 |
| Maryland | 4,154 | 3,436 | 2.1 | 82.7 | 2.1 | 486,719 | 14.6 | 141.7 | 12.1 |
| Massachusetts | 3,272 | 2,717 | 1.2 | 83.0 | 1.2 | 328,837 | 6.7 | 121.0 | 5.6 |
| Michigan | 9,658 | 7,236 | 2.5 | 74.9 | 2.5 | 935,193 | 9.4 | 129.3 | 7.1 |

**Table 2.3 2000 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS
AND AVERAGE FLIGHT HOURS BY STATE OF BASED AIRCRAFT
"INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| STATE | Aircraft Population Size | Estimated Number Active | Percent Standard Error | Estimated Percent Active | Percent Standard Error | Estimated Total Hours Flown | Percent Standard Error | Estimated Average Hours | Percent Standard Error |
|----------------|--------------------------------|-------------------------------|------------------------------|--------------------------------|------------------------------|--------------------------------------|------------------------------|-------------------------------|------------------------------|
| Minnesota | 7,285 | 5,141 | 3.0 | 70.6 | 3.0 | 706,722 | 10.2 | 137.5 | 7.2 |
| Mississippi | 2,713 | 2,038 | 2.8 | 75.1 | 2.8 | 255,927 | 19.3 | 125.6 | 14.5 |
| Missouri | 5,292 | 3,777 | 1.8 | 71.4 | 1.8 | 544,732 | 7.7 | 144.2 | 5.5 |
| Montana | 2,983 | 2,374 | 2.3 | 79.6 | 2.3 | 271,220 | 12.0 | 114.3 | 9.6 |
| Nebraska | 2,603 | 2,013 | 1.6 | 77.3 | 1.6 | 275,271 | 11.4 | 136.8 | 8.8 |
| Nevada | 3,475 | 2,715 | 2.4 | 78.1 | 2.4 | 773,890 | 13.8 | 285.0 | 10.8 |
| New Hampshire | 1,977 | 1,485 | 1.6 | 75.1 | 1.6 | 203,260 | 11.8 | 136.8 | 8.8 |
| New Jersey | 4,545 | 3,791 | 1.9 | 83.4 | 1.9 | 583,206 | 10.9 | 153.8 | 9.0 |
| New Mexico | | 2,990 | 2.2 | 76.1 | 2.2 | 429,589 | 13.1 | 143.7 | 10.0 |
| New York | 8,443 | 6,082 | 2.5 | 72.0 | 2.5 | 815,983 | 9.0 | 134.2 | 6.5 |
| North Carolina | 7,475 | 5,620 | 2.8 | 75.2 | 2.8 | 769,403 | 10.9 | 136.9 | 8.2 |
| North Dakota | 1,957 | 1,585 | 2.1 | 81.0 | 2.1 | 418,695 | 17.0 | 264.2 | 13.7 |
| Ohio | 8,964 | 6,486 | 2.6 | 72.4 | 2.6 | 840,396 | 7.7 | 129.6 | 5.5 |

Table 2.3

**2000 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS
AND AVERAGE FLIGHT HOURS BY STATE OF BASED AIRCRAFT
"INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| STATE | Aircraft Population Size | Estimated Number Active | Percent Standard Error | Estimated Percent Active | Percent Standard Error | Estimated Total Hours Flown | Percent Standard Error | Estimated Average Hours | Percent Standard Error |
|----------------|--------------------------------|-------------------------------|------------------------------|--------------------------------|------------------------------|--------------------------------------|------------------------------|-------------------------------|------------------------------|
| Oklahoma | 5,862 | 4,080 | 3.0 | 69.6 | 3.0 | 648,321 | 13.5 | 158.9 | 9.4 |
| Oregon | 7,201 | 4,687 | 3.2 | 65.1 | 3.2 | 563,649 | 13.3 | 120.3 | 8.6 |
| Pennsylvania | 8,051 | 5,648 | 2.7 | 70.1 | 2.7 | 723,878 | 9.2 | 128.2 | 6.5 |
| Rhode Island | 471 | 393 | 1.2 | 83.3 | 1.2 | 45,030 | 18.6 | 114.7 | 15.5 |
| South Carolina | 3,328 | 2,689 | 2.3 | 80.8 | 2.3 | 386,763 | 9.8 | 143.8 | 8.0 |
| South Dakota | 1,947 | 1,376 | 2.9 | 70.7 | 2.9 | 157,056 | 19.6 | 114.1 | 13.8 |
| Tennessee | 5,347 | 4,228 | 2.5 | 79.1 | 2.5 | 637,975 | 8.5 | 150.9 | 6.7 |
| Texas | 26,117 | 18,869 | 2.8 | 72.2 | 2.8 | 2,980,360 | 5.8 | 157.9 | 4.2 |
| Utah | 2,176 | 1,673 | 2.4 | 76.9 | 2.4 | 233,596 | 13.1 | 139.6 | 10.1 |
| Vermont | 700 | 600 | 1.1 | 85.7 | 1.1 | 56,705 | 22.6 | 94.6 | 19.4 |

**Table 2.3 2000 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS
AND AVERAGE FLIGHT HOURS BY STATE OF BASED AIRCRAFT
"INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| STATE | Aircraft Population Size | Estimated Number Active | Percent Standard Error | Estimated Percent Active | Percent Standard Error | Estimated Total Hours Flown | Percent Standard Error | Estimated Average Hours | Percent Standard Error |
|-------------------|--------------------------------|-------------------------------|------------------------------|--------------------------------|------------------------------|--------------------------------------|------------------------------|-------------------------------|------------------------------|
| Virginia | 4,253 | 3,354 | 2.2 | 78.9 | 2.2 | 413,628 | 8.7 | 123.3 | 6.8 |
| Washington | 10,003 | 7,166 | 2.9 | 71.6 | 2.9 | 911,942 | 10.1 | 127.3 | 7.2 |
| West Virginia | 1,560 | 1,075 | 2.8 | 68.9 | 2.8 | 136,066 | 13.3 | 126.6 | 9.1 |
| Wisconsin | 5,953 | 4,649 | 2.4 | 78.1 | 2.4 | 589,970 | 10.0 | 126.9 | 7.8 |
| Wyoming | 1,244 | 778 | 2.8 | 62.5 | 2.8 | 97,559 | 26.5 | 125.4 | 16.5 |
| Puerto Rico | 365 | 278 | 2.3 | 76.2 | 2.3 | 58,806 | 18.4 | 211.4 | 14.0 |
| Other Territories | 91 | 42 | 4.5 | 46.2 | 4.5 | 3,443 | 70.1 | 82.0 | 32.4 |
| Total | 290,269 | 217,533 | 2.4 | 74.9 | 2.4 | 30,974,861 | 1.5 | 142.4 | 1.1 |

Table 2.4

**2000 GENERAL AVIATION AND AIR TAXI TOTAL NUMBER OF LANDINGS BY REGION OF BASED AIRCRAFT
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

REGION OF BASED AIRCRAFT

| AIRCRAFT TYPE | Alaskan | Central | Eastern | Great Lakes | New England | Northwest Mountain | Southern | South Western | Western- Pacific | Total |
|----------------------------|---------|-----------|-----------|----------------|----------------|-----------------------|-----------|------------------|---------------------|------------|
| Fixed Wing | | | | | | | | | | |
| Fixed Wing - Piston | | | | | | | | | | |
| 1 Eng: 1-3 Seats | 389,976 | 1,106,862 | 989,079 | 1,583,203 | 328,177 | 1,198,219 | 2,049,856 | 2,207,206 | 1,177,216 | 11,029,793 |
| % Std. Error | 12.6 | 62.9 | 14 | 12.9 | 13.7 | 11.3 | 18 | 13 | 11.2 | 9.6 |
| 1 Eng: 4+ Seats | 469,796 | 996,894 | 2,390,662 | 3,237,606 | 626,311 | 1,978,265 | 3,522,682 | 2,492,819 | 2,863,221 | 18,578,256 |
| % Std. Error | 8.2 | 7.4 | 10.8 | 7.3 | 6.3 | 10.5 | 12.5 | 11.6 | 13 | 3.6 |
| 1 Engine: Total | 859,772 | 2,103,756 | 3,379,740 | 4,820,810 | 954,488 | 3,176,484 | 5,572,538 | 4,700,024 | 4,040,437 | 29,608,049 |
| % Std. Error | 7.1 | 35 | 7.8 | 6.4 | 6.8 | 7.6 | 10.2 | 8.6 | 8.4 | 4.5 |
| 2 Eng: 1-6 Seats | 9,329 | 84,542 | 180,481 | 430,663 | 41,730 | 131,174 | 997,299 | 260,528 | 217,464 | 2,353,209 |
| % Std. Error | 21.1 | 27.5 | 20 | 17.2 | 21.8 | 15.3 | 47.2 | 12.1 | 11.9 | 16.7 |
| 2 Eng: 7+ Seats | 7,981 | 55,679 | 113,996 | 245,764 | 86,057 | 111,250 | 338,551 | 190,810 | 170,477 | 1,320,564 |
| % Std. Error | 29.9 | 13.8 | 20.8 | 18.1 | 45.6 | 17.1 | 16.9 | 12.7 | 20.8 | 7 |
| 2 Engine: Total | 17,310 | 140,221 | 294,477 | 676,426 | 127,787 | 242,424 | 1,335,850 | 451,338 | 387,941 | 3,673,774 |
| % Std. Error | 20.5 | 13.4 | 14.8 | 12.7 | 28.9 | 11.6 | 29.6 | 8.9 | 12.1 | 10 |
| Piston: Other | 494 | 746 | 886 | 2,808 | 0 | 4,367 | 1,154 | 3,715 | 5,431 | 19,601 |
| % Std. Error | 0 | 0 | 37.7 | 26.8 | | 19.6 | 39.3 | 10.5 | 45 | 18.6 |
| Piston: Total | 877,576 | 2,244,723 | 3,675,103 | 5,500,044 | 1,082,275 | 3,423,275 | 6,909,542 | 5,155,077 | 4,433,809 | 33,301,424 |
| % Std. Error | 6.8 | 33.1 | 7.5 | 5.8 | 6.7 | 6.8 | 10.1 | 7.4 | 7.7 | 4.1 |

Table 2.4

| REGION OF BASED AIRCRAFT | | | | | | | | | | |
|--------------------------|---------|---------|---------|-------------|-------------|--------------------|----------|---------------|-----------------|-----------|
| AIRCRAFT TYPE | Alaskan | Central | Eastern | Great Lakes | New England | Northwest Mountain | Southern | South Western | Western-Pacific | Total |
| Fixed Wing - Turboprop | | | | | | | | | | |
| 1 Engine: Total | 13,289 | 18,524 | 8,330 | 44,929 | 4,244 | 50,857 | 85,615 | 324,128 | 55,777 | 605,694 |
| % Std. Error | 14.7 | 40.1 | 32.9 | 13.1 | 38.8 | 31.8 | 22.2 | 11 | 38.3 | 8.9 |
| 2 Eng: 1-12 Seats | 3,441 | 60,402 | 132,137 | 139,358 | 21,065 | 130,948 | 281,203 | 111,167 | 149,374 | 1,029,094 |
| % Std. Error | 0 | 10.3 | 10.3 | 12.4 | 19.9 | 18.1 | 24.9 | 10 | 17.3 | 6.1 |
| 2 Eng: 13+ Seats | 1,751 | 7,206 | 70,069 | 62,589 | 14,032 | 4,140 | 41,787 | 5,816 | 534,827 | 742,217 |
| % Std. Error | 0 | 59.5 | 22.3 | 13.6 | 1.5 | 0 | 43.8 | 25.2 | 3.7 | 11.6 |
| 2 Engine: Total | 5,192 | 67,608 | 202,206 | 201,946 | 35,097 | 135,088 | 322,990 | 116,983 | 684,201 | 1,771,312 |
| % Std. Error | 84 | 10.7 | 9.2 | 10.2 | 19.9 | 18.8 | 23.2 | 10 | 11.7 | 5.7 |
| Turboprop: Other | 0 | 0 | 0 | 0 | 0 | 1313 | 88 | 2757 | 2174 | 6332 |
| % Std. Error | | | | | | 38.5 | | 53.1 | 76.6 | 29.8 |
| Turboprop: Total | 18,480 | 86,133 | 210,536 | 246,876 | 39,341 | 187,258 | 408,694 | 443,867 | 742,152 | 2,383,337 |
| % Std. Error | 28.5 | 11.3 | 8.9 | 9.2 | 20.3 | 15.5 | 18.6 | 12 | 10.9 | 5.3 |

Table 2.4

**2000 GENERAL AVIATION AND AIR TAXI TOTAL NUMBER OF LANDINGS BY REGION OF BASED AIRCRAFT
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

REGION OF BASED AIRCRAFT

| AIRCRAFT TYPE | Alaskan | Central | Eastern | Great Lakes | New England | Northwest Mountain | Southern | South Western | Western- Pacific | Total |
|-----------------------|---------|-----------|-----------|----------------|----------------|-----------------------|-----------|------------------|---------------------|------------|
| Fixed Wing - Turbojet | | | | | | | | | | |
| 2 Engine Turbojet | 2,957 | 110,462 | 256,011 | 327,470 | 58,149 | 95,488 | 361,568 | 328,862 | 148,110 | 1,689,079 |
| % Std. Error | 24.4 | 12.5 | 9.1 | 8.8 | 14.6 | 12.6 | 8.8 | 11.3 | 12.1 | 3.8 |
| Turbojet: Other | 0 | 11,076 | 8,398 | 40,704 | 8,266 | 32,715 | 229,039 | 181,013 | 29,093 | 540,303 |
| % Std. Error | | 25.9 | 12.7 | 10.5 | 39.8 | 25 | 56 | 34.4 | 93.9 | 27.7 |
| Turbojet: Total | 2,957 | 121,539 | 264,409 | 368,174 | 66,415 | 128,203 | 590,607 | 509,875 | 177,203 | 2,229,381 |
| % Std. Error | 24.4 | 11.2 | 8.8 | 8.1 | 13.8 | 12.2 | 26.1 | 15.6 | 16.4 | 7.7 |
| Fixed Wing: Total | 899,013 | 2,452,395 | 4,150,047 | 6,115,093 | 1,188,031 | 3,738,736 | 7,908,843 | 6,108,820 | 5,353,164 | 37,914,142 |
| % Std. Error | 6.7 | 29.9 | 6.6 | 5.2 | 6.2 | 6.2 | 9.1 | 6.5 | 6.8 | 3.6 |

**Table 2.4 2000 GENERAL AVIATION AND AIR TAXI TOTAL NUMBER OF LANDINGS BY REGION OF BASED AIRCRAFT
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

REGION OF BASED AIRCRAFT

| AIRCRAFT TYPE | Alaskan | Central | Eastern | Great Lakes | New England | Northwest Mountain | Southern | South Western | Western- Pacific | Total |
|--------------------|---------|---------|---------|----------------|----------------|-----------------------|-----------|------------------|---------------------|-----------|
| Rotorcraft | | | | | | | | | | |
| Piston | | 21,944 | 114,685 | 186,961 | 55,793 | 270,945 | 416,949 | 349,221 | 373,110 | 1,796,685 |
| % Std. Error | 30.6 | 34.7 | 46 | 22.3 | 28.7 | 42.1 | 21.6 | 39.3 | 23.4 | 11.4 |
| 1 Eng: Turbine | 100,341 | 20,213 | 630,769 | 191,537 | 14,602 | 237,721 | 1,074,769 | 1,157,652 | 879,999 | 4,307,603 |
| % Std. Error | 26.5 | 41 | 35.1 | 20.2 | 28.4 | 26.6 | 62.6 | 18.9 | 8.8 | 16.9 |
| Multi-Eng: Turbine | 2,458 | 8,966 | 191,224 | 99,443 | 22,673 | 127,584 | 129,191 | 184,691 | 61,256 | 827,486 |
| % Std. Error | | 17.3 | 21.5 | 47.1 | 29.7 | 42.2 | 19.9 | 26.9 | 24.9 | 11.1 |
| Turbine: Total | 102,799 | 29,179 | 821,994 | 290,980 | 37,275 | 365,305 | 1,203,960 | 1,342,343 | 941,255 | 5,135,089 |
| % Std. Error | 19.4 | 35.4 | 25.6 | 18.6 | 34.5 | 27.4 | 56.6 | 18.1 | 8.4 | 14.6 |
| Rotorcraft: Total | 109,877 | 51,123 | 936,678 | 477,941 | 93,068 | 636,250 | 1,620,909 | 1,691,564 | 1,314,364 | 6,931,774 |
| % Std. Error | 20.8 | 27.5 | 22.7 | 14.2 | 23 | 23.9 | 44.6 | 17.6 | 8.7 | 11.8 |

Table 2.4

**2000 GENERAL AVIATION AND AIR TAXI TOTAL NUMBER OF LANDINGS BY REGION OF BASED AIRCRAFT
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

REGION OF BASED AIRCRAFT

| AIRCRAFT TYPE | Alaskan | Central | Eastern | Great Lakes | New England | Northwest Mountain | Southern | South Western | Western- Pacific | Total |
|-----------------------|-----------|-----------|-----------|----------------|----------------|-----------------------|------------|------------------|---------------------|------------|
| Other Aircraft | | | | | | | | | | |
| Gliders | 167 | 1,137 | 17,311 | 28,604 | 15,269 | 35,209 | 22,173 | 13,192 | 79,402 | 212,465 |
| % Std. Error | 0 | 28.8 | 20.9 | 42.3 | 48.4 | 35.4 | 63.9 | 20 | 25.6 | 15.8 |
| Lighter-than-air | 391 | 20,059 | 30,682 | 44,833 | 9,581 | 28,348 | 35,226 | 54,369 | 47,249 | 270,737 |
| % Std. Error | 27.8 | 32.2 | 24 | 27.5 | 22.4 | 18.6 | 55.7 | 11.6 | 59.4 | 10.4 |
| Other aircraft: Total | 558 | 21,196 | 47,993 | 73,437 | 24,850 | 63,557 | 57,399 | 67,560 | 126,651 | 483,201 |
| % Std. Error | 21.5 | 31.5 | 16.2 | 22.2 | 40.1 | 26.3 | 42.8 | 10.6 | 27.9 | 9.1 |
| Experimental | | | | | | | | | | |
| Amateur Built: | 9,796 | 75,824 | 112,499 | 268,469 | 42,791 | 171,884 | 288,319 | 154,931 | 326,921 | 1,451,433 |
| % Std. Error | 34 | 22.8 | 16.3 | 17.6 | 24.8 | 21.2 | 19.9 | 15.8 | 19.1 | 6.6 |
| Exhibition: | 1,607 | 6,561 | 12,620 | 13,248 | 4,183 | 19,418 | 14,631 | 17,138 | 18,977 | 108,382 |
| % Std. Error | 54.8 | 28.3 | 31.5 | 22 | 26.1 | 45.9 | 15 | 35.1 | 17.4 | 10.4 |
| Other: | 5,236 | 18,827 | 47,153 | 80,038 | 9,083 | 83,767 | 142,527 | 131,328 | 37,717 | 555,676 |
| % Std. Error | 16.9 | 71.9 | 75.1 | 34.1 | 56.6 | 23.2 | 53.3 | 66.9 | 23.4 | 22.7 |
| Experimental: Total | 16,639 | 101,213 | 172,272 | 361,756 | 56,058 | 275,068 | 445,477 | 303,396 | 383,614 | 2,115,492 |
| % Std. Error | 23.9 | 24.3 | 37.7 | 23.3 | 25.5 | 25.7 | 52.5 | 67.1 | 13.2 | 14 |
| Total All Aircraft | 1,026,087 | 2,625,926 | 5,306,990 | 7,028,227 | 1,362,006 | 4,713,611 | 10,032,627 | 8,171,340 | 7,177,793 | 47,444,609 |
| % Std. Error | 6.9 | 27.6 | 7.8 | 5 | 6.3 | 6.7 | 13.9 | 7.5 | 6.2 | 3.9 |

Table 2.5

**2000 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS
AND AVERAGE FLIGHT HOURS BY AGE OF AIRCRAFT
"INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| AGE OF AIRCRAFT (YEARS OLD) | (BUILT) | Aircraft Population Size | Estimated Number Active | Percent Standard Error | Estimated Percent Active | Percent Standard Error | Estimated Total Hours Flown | Percent Standard Error | Estimated Average Hours | Percent Standard Error |
|-----------------------------------|-------------|--------------------------------|-------------------------------|------------------------------|--------------------------------|------------------------------|--------------------------------------|------------------------------|-------------------------------|------------------------------|
| 1 to 5 | 1994 - 1999 | 23,612 | 19,834 | 1.8 | 84.0 | 1.8 | 4,041,535 | 4.2 | 203.8 | 3.5 |
| 6 to 10 | 1989 - 1993 | 12,146 | 9,291 | 2.2 | 76.5 | 2.2 | 1,582,303 | 6.7 | 170.3 | 5.1 |
| 11 to 15 | 1984 - 1988 | 10,781 | 7,646 | 2.8 | 70.9 | 2.8 | 1,503,385 | 7.9 | 196.6 | 5.6 |
| 16 to 20 | 1979 - 1983 | 23,727 | 19,350 | 2.0 | 81.6 | 2.0 | 4,481,421 | 3.9 | 231.6 | 3.2 |
| 21 to 25 | 1974 - 1978 | 57,576 | 47,506 | 2.0 | 82.5 | 2.0 | 7,822,489 | 2.6 | 164.7 | 2.2 |
| 26 to 30 | 1969 - 1973 | 33,011 | 27,195 | 2.0 | 82.4 | 2.0 | 3,680,439 | 3.9 | 135.3 | 3.2 |
| 31 to 35 | 1964 - 1968 | 41,149 | 32,487 | 2.2 | 79.0 | 2.2 | 3,419,041 | 3.7 | 105.2 | 2.9 |
| 36 to 40 | 1959 - 1963 | 23,764 | 18,002 | 2.6 | 75.8 | 2.6 | 1,577,441 | 6.5 | 87.6 | 4.9 |
| 41 to 45 | 1954 - 1958 | 16,624 | 10,960 | 3.0 | 65.9 | 3.0 | 967,716 | 7.8 | 88.3 | 5.2 |
| 46 to 50 | 1949 - 1953 | 9,445 | 5,974 | 3.0 | 63.2 | 3.0 | 546,211 | 11.8 | 91.4 | 7.5 |

Table 2.5

**2000 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, TOTAL FLIGHT HOURS
AND AVERAGE FLIGHT HOURS BY AGE OF AIRCRAFT
"INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| AGE OF AIRCRAFT (YEARS OLD) | (BUILT) | Aircraft Population Size | Estimated Number Active | Percent Standard Error | Estimated Percent Active | Percent Standard Error | Estimated Total Hours Flown | Percent Standard Error | Estimated Average Hours | Percent Standard Error |
|-----------------------------------|-------------|--------------------------------|-------------------------------|------------------------------|--------------------------------|------------------------------|--------------------------------------|------------------------------|-------------------------------|------------------------------|
| 51 to 55 | 1944 - 1948 | 25,100 | 13,520 | 3.3 | 53.9 | 3.3 | 864,492 | 8.3 | 63.9 | 4.5 |
| 56 to 60 | 1939 - 1943 | 9,789 | 4,355 | 3.8 | 44.5 | 3.8 | 336,399 | 16.0 | 77.2 | 7.1 |
| Over 60 | - 1938 | 3,546 | 1,414 | 4.2 | 39.9 | 4.2 | 151,990 | 34.4 | 107.5 | 13.7 |
| Total All Aircraft | | 290,270 | 217,533 | 2.4 | 74.9 | 2.4 | 30,974,861 | 1.5 | 142.4 | 1.1 |

Table 2.6 **2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN IN RANGES OF HOURS FLOWN
BY AGE OF AIRCRAFT INCLUDES AIR TAXI AIRCRAFT EXCLUDES COMMUTER AIRCRAFT**

| AGE OF AIRCRAFT | | Estimate of Total Hours Flown | TOTAL HOURS FLOWN IN EACH FLIGHT HOUR RANGE | | | | | | | |
|-----------------|-------------|-------------------------------------|---|-------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--|
| (YEARS OLD) | (BUILT) | | 1 - 50 Hours | 51 - 100 Hours | 101 - 150 Hours | 151 - 200 Hours | 201 - 300 Hours | 301 - 400 Hours | 401 - 500 Hours | |
| 1 to 5 | 1994 - 1999 | 4,041,535 | 174,039 | 405,877 | 181,870 | 289,894 | 392,652 | 342,090 | 482,115 | |
| 6 to 10 | 1989 - 1993 | 1,582,303 | 112,284 | 111,070 | 113,165 | 74,558 | 162,174 | 170,317 | 211,725 | |
| 11 to 15 | 1984 - 1988 | 1,503,385 | 59,072 | 94,625 | 122,789 | 120,840 | 216,064 | 248,849 | 165,014 | |
| 16 to 20 | 1979 - 1983 | 4,481,421 | 94,957 | 369,596 | 338,038 | 388,986 | 563,488 | 618,781 | 428,668 | |
| 21 to 25 | 1974 - 1978 | 7,822,489 | 408,424 | 961,849 | 1,019,731 | 760,421 | 954,905 | 786,238 | 689,758 | |
| 26 to 30 | 1969 - 1973 | 3,680,439 | 265,787 | 658,826 | 503,567 | 396,553 | 492,838 | 275,181 | 195,997 | |
| 31 to 35 | 1964 - 1968 | 3,419,041 | 366,794 | 772,197 | 607,972 | 337,006 | 565,067 | 152,175 | 190,414 | |
| 36 to 40 | 1959 - 1963 | 1,577,441 | 242,823 | 423,525 | 273,017 | 174,179 | 151,413 | 59,702 | 24,569 | |
| 41 to 45 | 1954 - 1958 | 967,716 | 158,805 | 233,370 | 143,142 | 85,337 | 108,997 | 71,726 | 37,172 | |
| 46 to 50 | 1949 - 1953 | 546,211 | 86,507 | 134,899 | 93,570 | 26,304 | 65,620 | 33,595 | 0 | |

Table 2.6 **2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN IN RANGES OF HOURS FLOWN
BY AGE OF AIRCRAFT INCLUDES AIR TAXI AIRCRAFT EXCLUDES COMMUTER AIRCRAFT**

| AGE OF AIRCRAFT | | Estimate of Total Hours Flown | TOTAL HOURS FLOWN IN EACH FLIGHT HOUR RANGE | | | | | | | |
|--------------------|-------------|-------------------------------------|---|-------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--|
| (YEARS OLD) | (BUILT) | | 1 - 50 Hours | 51 - 100 Hours | 101 - 150 Hours | 151 - 200 Hours | 201 - 300 Hours | 301 - 400 Hours | 401 - 500 Hours | |
| 51 to 55 | 1944 - 1948 | 864,492 | 210,279 | 280,468 | 128,341 | 48,657 | 39,140 | 14,860 | 7,307 | |
| 56 to 60 | 1939 - 1943 | 336,399 | 73,035 | 72,362 | 26,453 | 28,559 | 18,072 | 0 | 16,622 | |
| Over 60 | - 1938 | 151,990 | 20,969 | 19,472 | 9,491 | 3,283 | 0 | 9,259 | 0 | |
| Total All Aircraft | | 30,974,861 | 2,273,775 | 4,538,137 | 3,561,146 | 2,734,579 | 3,730,431 | 2,782,772 | 2,449,362 | |

Table 2.6

**Table 2.6 2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN IN RANGES OF HOURS FLOWN
BY AGE OF AIRCRAFT "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| AGE OF AIRCRAFT | | Estimate of Total Hours Flown | TOTAL HOURS FLOWN IN EACH FLIGHT HOUR RANGE | | | | | |
|-----------------|-------------|-------------------------------------|---|---------------------|----------------------|----------------------|--------------------|--|
| (YEARS OLD) | (BUILT) | | 501 - 700 Hours | 701 - 1000 Hours | 1001 - 1300 Hours | 1301 - 1600 Hours | Over 1600 Hours | |
| 1 to 5 | 1994 - 1999 | 4,041,535 | 641,007 | 581,712 | 236,939 | 41,566 | 271,775 | |
| 6 to 10 | 1989 - 1993 | 1,582,303 | 233,513 | 254,561 | 39,763 | 16,839 | 82,335 | |
| 11 to 15 | 1984 - 1988 | 1,503,385 | 155,402 | 109,467 | 53,017 | 0 | 158,245 | |
| 16 to 20 | 1979 - 1983 | 4,481,421 | 322,477 | 800,646 | 379,832 | 32,651 | 143,301 | |
| 21 to 25 | 1974 - 1978 | 7,822,489 | 1,073,054 | 713,457 | 299,312 | 8,312 | 147,029 | |
| 26 to 30 | 1969 - 1973 | 3,680,439 | 305,277 | 413,914 | 31,207 | 23,283 | 118,008 | |
| 31 to 35 | 1964 - 1968 | 3,419,041 | 100,263 | 129,294 | 39,629 | 56,235 | 101,994 | |
| 36 to 40 | 1959 - 1963 | 1,577,441 | 40,197 | 19,029 | 0 | 79,820 | 89,166 | |
| 41 to 45 | 1954 - 1958 | 967,716 | 38,289 | 24,001 | 0 | 0 | 66,876 | |
| 46 to 50 | 1949 - 1953 | 546,211 | 7,262 | 38,586 | 7,152 | 0 | 52,716 | |

Table 2.6

Table 2.6 2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN IN RANGES OF HOURS FLOWN
BY AGE OF AIRCRAFT "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

| AGE OF AIRCRAFT (YEARS OLD) | (BUILT) | Estimate of Total Hours Flown | TOTAL HOURS FLOWN IN EACH FLIGHT HOUR RANGE | | | | |
|-----------------------------------|-------------|-------------------------------------|---|---------------------|----------------------|----------------------|--------------------|
| | | | 501 - 700 Hours | 701 - 1000 Hours | 1001 - 1300 Hours | 1301 - 1600 Hours | Over 1600 Hours |
| 51 to 55 | 1944 - 1948 | 864,492 | 27,383 | 19,410 | 0 | 16,927 | 71,718 |
| 56 to 60 | 1939 - 1943 | 336,399 | 44,510 | 18,519 | 18,467 | 0 | 19,800 |
| Over 60 | - 1938 | 151,990 | 48,289 | 0 | 9,637 | 13,613 | 17,977 |
| Total All Aircraft | | 30,974,861 | 3,036,925 | 3,122,594 | 1,114,955 | 289,247 | 1,340,938 |

Table 2.7 2000 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT TOTAL FLIGHT HOURS
BY NUMBER OF AIRCRAFT AND TOTAL HOURS FLOWN IN EACH FLIGHT HOUR RANGE
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

| AIRCRAFT TYPE | Estimate of Number Active & Hours Flown | NUMBER OF AIRCRAFT AND TOTAL HOURS FLOWN IN EACH FLIGHT HOURS RANGE | | | | | | | |
|---------------------|---|---|---------------------|---------------------|---------------------|---------------------|--------------------|--------------------|--|
| | | 1 - 50 Hours | 51 - 100 Hours | 101 - 150 Hours | 151 - 200 Hours | 201 - 300 Hours | 301 - 400 Hours | 401 - 500 Hours | |
| Fixed Wing | | | | | | | | | |
| Fixed Wing - Piston | | | | | | | | | |
| 1 Eng: 1-3 Seats | Aircraft Hours | 20,306 554,303 | 9,927 769,058 | 4,018 520,506 | 1,780 329,135 | 1,904 500,480 | 1,250 455,810 | 1,075 504,725 | |
| 1 Eng: 4+ Seats | Aircraft Hours | 36,244 1,107,695 | 33,320 2,624,382 | 16,538 2,139,688 | 7,489 1,382,569 | 6,262 1,595,834 | 2,420 869,732 | 1,247 579,908 | |
| 1 Engine: Total | Aircraft Hours | 56,550 1,661,998 | 43,247 3,393,442 | 20,555 2,660,196 | 9,268 1,711,703 | 8,166 2,096,314 | 3,671 1,325,542 | 2,322 1,084,632 | |
| 2 Eng: 1-6 Seats | Aircraft Hours | 3,447 1,978,264 | 4,042 325,826 | 2,407 316,630 | 1,498 281,761 | 1,493 395,999 | 701 251,692 | 246 111,299 | |
| 2 Eng: 7+ Seats | Aircraft Hours | 845 25,869 | 1,582 128,406 | 1,291 167,152 | 952 181,208 | 1,013 264,625 | 464 165,174 | 343 162,189 | |
| 2 Engine: Total | Aircraft Hours | 4,291 3,372,082 | 5,625 454,232 | 3,698 483,782 | 2,450 462,969 | 2,506 660,624 | 1,165 416,866 | 589 273,487 | |
| Piston: Other | Aircraft Hours | 140 28,469 | 58 4,758 | 19 2,701 | 4 631 | 24 6,533 | 0 0 | 0 0 | |
| Piston: Total | Aircraft Hours | 60,869 22,198,928 | 48,930 3,852,430 | 24,273 3,146,678 | 11,722 2,175,304 | 10,696 2,763,470 | 4,836 1,742,408 | 2,911 1,358,119 | |

Table 2.7

**2000 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT TOTAL FLIGHT HOURS
BY NUMBER OF AIRCRAFT AND TOTAL HOURS FLOWN IN EACH FLIGHT HOUR RANGE
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| AIRCRAFT TYPE | Estimate of Number Active & Hours Flown | NUMBER OF AIRCRAFT AND TOTAL HOURS FLOWN IN EACH FLIGHT HOURS RANGE | | | | | | | |
|------------------------|---|---|-------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--|
| | | 1 - 50 Hours | 51 - 100 Hours | 101 - 150 Hours | 151 - 200 Hours | 201 - 300 Hours | 301 - 400 Hours | 401 - 500 Hours | |
| Fixed Wing - Turboprop | | | | | | | | | |
| 1 Engine: Total | Aircraft Hours | 15 684 | 27 2,403 | 45 6,084 | 50 9,926 | 141 36,103 | 80 29,070 | 116 55,468 | |
| 2 Eng: 1-12 Seats | Aircraft Hours | 90 3,383 | 322 28,875 | 608 82,173 | 804 145,421 | 950 251,576 | 419 151,266 | 426 201,620 | |
| 2 Eng: 13+ Seats | Aircraft Hours | 90 2,925 | 0 0 | 36 5,037 | 145 26,907 | 78 22,869 | 243 88,225 | 29 12,879 | |
| 2 Engine: Total | Aircraft Hours | 180 6,308 | 322 28,875 | 644 87,210 | 948 172,328 | 1,028 274,445 | 662 239,491 | 455 214,499 | |
| Turboprop: Other | Aircraft Hours | 10 168 | 0 0 | 14 1,488 | 0 0 | 5 942 | 5 1,578 | 2 930 | |
| Turboprop: Total | Aircraft Hours | 205 7,160 | 349 31,278 | 702 94,783 | 998 182,254 | 1,174 311,489 | 746 270,138 | 573 270,898 | |

Table 2.7

**2000 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT TOTAL FLIGHT HOURS
BY NUMBER OF AIRCRAFT AND TOTAL HOURS FLOWN IN EACH FLIGHT HOUR RANGE
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| AIRCRAFT TYPE | Estimate of Number Active & Hours Flown | NUMBER OF AIRCRAFT AND TOTAL HOURS FLOWN IN EACH FLIGHT HOURS RANGE | | | | | | | |
|-----------------------|---|---|---------------------|---------------------|---------------------|---------------------|---------------------|--------------------|--------------------|
| | | 1 - 50 Hours | 51 - 100 Hours | 101 - 150 Hours | 151 - 200 Hours | 201 - 300 Hours | 301 - 400 Hours | 401 - 500 Hours | |
| Fixed Wing - Turbojet | | | | | | | | | |
| 2 Engine Turbojet | Aircraft Hours | 6,215 2,338,204 | 249 6,504 | 309 27,240 | 439 56,810 | 561 105,598 | 1,286 330,267 | 1,061 386,635 | 973 441,549 |
| Turbojet: Other | Aircraft Hours | 786 417,005 | 14 273 | 61 5,648 | 25 3,594 | 70 13,934 | 113 27,344 | 103 36,059 | 158 70,466 |
| Turbojet: Total | Aircraft Hours | 7,001 2,755,210 | 262 6,777 | 369 32,888 | 464 60,404 | 631 119,532 | 1,399 357,611 | 1,164 422,695 | 1,131 512,016 |
| Fixed Wing: Total | Aircraft Hours | 183,276 26,985,536 | 61,337 1,820,195 | 49,649 3,916,596 | 25,439 3,301,866 | 13,351 2,477,090 | 13,270 3,432,570 | 6,746 2,435,240 | 4,615 2,141,032 |
| Rotorcraft | | | | | | | | | |
| Piston | Aircraft Hours | 2,680 530,850 | 659 18,947 | 612 52,206 | 299 39,903 | 326 61,005 | 221 60,280 | 222 84,984 | 146 68,202 |
| 1 Eng: Turbine | Aircraft Hours | 3,776 1,424,028 | 426 11,081 | 571 47,181 | 252 33,098 | 267 50,482 | 503 130,728 | 423 153,006 | 345 160,806 |
| Multi-Eng: Turbine | Aircraft Hours | 694 353,469 | 40 504 | 38 3,373 | 100 13,561 | 20 3,462 | 49 11,901 | 101 36,957 | 88 40,583 |
| Turbine: Total | Aircraft Hours | 4,470 1,777,497 | 466 11,585 | 610 50,554 | 352 46,659 | 287 53,945 | 552 142,629 | 524 189,964 | 433 201,388 |
| Rotorcraft: Total | Aircraft Hours | 7,150 2,308,346 | 1,125 30,531 | 1,221 102,759 | 652 86,562 | 613 114,950 | 773 202,910 | 746 274,947 | 579 269,591 |

Table 2.7 2000 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT TOTAL FLIGHT HOURS
BY NUMBER OF AIRCRAFT AND TOTAL HOURS FLOWN IN EACH FLIGHT HOUR RANGE
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

| AIRCRAFT TYPE | Estimate of Number Active & Hours Flown | NUMBER OF AIRCRAFT AND TOTAL HOURS FLOWN IN EACH FLIGHT HOURS RANGE | | | | | | | |
|-----------------------|---|---|---------------------|---------------------|---------------------|---------------------|--------------------|--------------------|--|
| | | 1 - 50 Hours | 51 - 100 Hours | 101 - 150 Hours | 151 - 200 Hours | 201 - 300 Hours | 301 - 400 Hours | 401 - 500 Hours | |
| Other Aircraft | | | | | | | | | |
| Gliders | Aircraft Hours | 1,124 25,307 | 477 36,742 | 152 19,408 | 117 21,357 | 90 21,742 | 51 17,698 | 20 8,929 | |
| Lighter-than-air | Aircraft Hours | 4,020 86,924 | 505 35,690 | 73 8,956 | 0 0 | 12 2,732 | 0 0 | 0 0 | |
| Other aircraft: Total | Aircraft Hours | 5,144 112,231 | 982 72,432 | 225 28,364 | 117 21,357 | 101 24,474 | 51 17,698 | 20 8,929 | |
| Experimental | | | | | | | | | |
| Amateur: | Aircraft Hours | 10,335 265,409 | 4,801 368,840 | 910 107,226 | 499 92,362 | 126 29,382 | 53 18,007 | 0 0 | |
| Exhibition: | Aircraft Hours | 1,147 28,512 | 613 47,524 | 150 18,427 | 30 5,937 | 22 5,453 | 2 899 | 0 0 | |
| Other: | Aircraft Hours | 599 16,896 | 392 29,985 | 139 18,700 | 125 22,882 | 146 35,641 | 98 35,979 | 65 29,809 | |
| Experimental: Total | Aircraft Hours | 12,081 310,817 | 5,806 446,348 | 1,198 144,353 | 655 121,182 | 294 70,476 | 153 54,884 | 65 29,809 | |
| Total All Aircraft | Aircraft Hours | 217,533 30,974,848 | 57,658 4,538,136 | 27,514 3,561,144 | 14,736 2,734,578 | 14,438 3,730,430 | 7,695 2,782,770 | 5,280 2,449,360 | |

Table 2.7

**2000 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT TOTAL FLIGHT HOURS
BY NUMBER OF AIRCRAFT AND TOTAL HOURS FLOWN IN EACH FLIGHT HOUR RANGE
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| AIRCRAFT TYPE | Estimate of Number Active & Hours Flown | NUMBER OF AIRCRAFT AND TOTAL HOURS FLOWN IN EACH FLIGHT HOURS RANGE | | | | |
|---------------------|---|---|---------------------|----------------------|----------------------|--------------------|
| | | 501 - 700 Hours | 701 - 1000 Hours | 1001 - 1300 Hours | 1301 - 1600 Hours | Over 1600 Hours |
| Fixed Wing | | | | | | |
| Fixed Wing - Piston | | | | | | |
| 1 Eng: 1-3 Seats | Aircraft Hours | 813 498,180 | 804 678,705 | 34 41,550 | 27 42,180 | 209 429,105 |
| 1 Eng: 4+ Seats | Aircraft Hours | 1,863 13,474,640 | 1,181 1,035,266 | 439 488,773 | 69 103,941 | 202 412,046 |
| 1 Engine: Total | Aircraft Hours | 2,676 18,798,368 | 1,986 1,713,971 | 473 530,323 | 97 146,121 | 411 841,150 |
| 2 Eng: 1-6 Seats | Aircraft Hours | 102 1,978,264 | 143 115,646 | 0 0 | 0 0 | 0 0 |
| 2 Eng: 7+ Seats | Aircraft Hours | 249 150,830 | 63 56,977 | 56 68,107 | 15 23,283 | 0 0 |
| 2 Engine: Total | Aircraft Hours | 351 212,755 | 206 172,623 | 56 68,107 | 15 23,283 | 0 0 |
| Piston: Other | Aircraft Hours | 1 140 | 0 28,469 | 0 0 | 0 0 | 6 12,235 |
| Piston: Total | Aircraft Hours | 3,028 22,198,928 | 2,191 1,886,593 | 529 598,430 | 112 169,404 | 417 853,385 |

Table 2.7

**2000 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT TOTAL FLIGHT HOURS
BY NUMBER OF AIRCRAFT AND TOTAL HOURS FLOWN IN EACH FLIGHT HOUR RANGE
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| AIRCRAFT TYPE | Estimate of Number Active & Hours Flown | NUMBER OF AIRCRAFT AND TOTAL HOURS FLOWN IN EACH FLIGHT HOURS RANGE | | | | |
|------------------------|---|---|---------------------|---------------------|----------------------|--------------------|
| | | 501 - 700 Hours | 701 - 1000 Hours | 1001- 1300 Hours | 1301 - 1600 Hours | Over 1600 Hours |
| Fixed Wing - Turboprop | | | | | | |
| 1 Engine: Total | Aircraft Hours | 154 92,713 | 34 26,226 | 5 5,830 | 10 13,852 | 0 0 |
| 2 Eng: 1-12 Seats | Aircraft Hours | 176 105,278 | 52 44,327 | 0 0 | 0 0 | 15 31,082 |
| 2 Eng: 13+ Seats | Aircraft Hours | 131 71,789 | 225 211,439 | 202 240,306 | 0 0 | 0 0 |
| 2 Engine: Total | Aircraft Hours | 307 177,066 | 277 255,767 | 202 240,306 | 0 0 | 15 31,082 |
| Turboprop: Other | Aircraft Hours | 0 0 | 0 0 | 0 0 | 0 0 | 10 20,551 |
| Turboprop: Total | Aircraft Hours | 461 269,779 | 311 281,993 | 207 246,137 | 10 13,852 | 25 51,633 |

Table 2.7 2000 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT TOTAL FLIGHT HOURS
BY NUMBER OF AIRCRAFT AND TOTAL HOURS FLOWN IN EACH FLIGHT HOUR RANGE
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

| AIRCRAFT TYPE | Estimate of Number Active & Hours Flown | NUMBER OF AIRCRAFT AND TOTAL HOURS FLOWN IN EACH FLIGHT HOURS RANGE | | | | |
|-----------------------|---|---|---------------------|---------------------|----------------------|--------------------|
| | | 501 - 700 Hours | 701 - 1000 Hours | 1001- 1300 Hours | 1301 - 1600 Hours | Over 1600 Hours |
| Fixed Wing - Turbojet | | | | | | |
| 2 Engine Turbojet | Aircraft Hours | 788 468,706 | 406 328,667 | 103 113,481 | 21 32,651 | 19 40,095 |
| Turbojet: Other | Aircraft Hours | 137 77,873 | 13 9,286 | 23 29,280 | 0 0 | 69 143,248 |
| Turbojet: Total | Aircraft Hours | 925 546,579 | 419 337,953 | 126 142,761 | 21 32,651 | 88 183,343 |
| Fixed Wing: Total | Aircraft Hours | 4,414 2,662,804 | 2,921 2,506,540 | 862 987,328 | 143 215,907 | 530 1,088,361 |
| Rotorcraft | | | | | | |
| Piston | Aircraft Hours | 87 52,591 | 89 72,176 | 18 20,556 | 0 0 | 0 0 |
| 1 Eng: Turbine | Aircraft Hours | 359 215,484 | 471 401,445 | 89 101,025 | 25 35,958 | 44 83,734 |
| Multi-Eng: Turbine | Aircraft Hours | 80 47,192 | 119 95,409 | 6 6,046 | 14 20,475 | 40 74,005 |
| Turbine: Total | Aircraft Hours | 439 262,677 | 590 496,854 | 95 107,071 | 39 56,433 | 83 157,740 |
| Rotorcraft: Total | Aircraft Hours | 526 315,268 | 679 569,030 | 113 127,627 | 39 56,433 | 83 157,740 |

Table 2.7 2000 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT TOTAL FLIGHT HOURS
BY NUMBER OF AIRCRAFT AND TOTAL HOURS FLOWN IN EACH FLIGHT HOUR RANGE
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

| AIRCRAFT TYPE | Estimate of Number Active & Hours Flown | NUMBER OF AIRCRAFT AND TOTAL HOURS FLOWN IN EACH FLIGHT HOURS RANGE | | | | |
|-----------------------|---|---|---------------------|---------------------|----------------------|--------------------|
| | | 501 - 700 Hours | 701 - 1000 Hours | 1001- 1300 Hours | 1301 - 1600 Hours | Over 1600 Hours |
| Other Aircraft | | | | | | |
| Gliders | Aircraft Hours | 10 6,200 | 0 0 | 0 0 | 0 0 | 0 0 |
| Lighter-than-air | Aircraft Hours | 0 4,660 216,787 | 0 0 | 0 0 | 12 16,907 | 39 65,578 |
| Other aircraft: Total | Aircraft Hours | 10 6,200 | 0 0 | 0 0 | 12 16,907 | 39 65,578 |
| Experimental | | | | | | |
| Amateur: | Aircraft Hours | 0 16,739 906,001 | 8 8,032 | 0 0 | 0 0 | 8 16,743 |
| Exhibition: | Aircraft Hours | 0 1,973 114,105 | 9 7,352 | 0 0 | 0 0 | 0 0 |
| Other: | Aircraft Hours | 86 52,653 | 38 31,640 | 0 0 | 0 0 | 6 12,516 |
| Experimental: Total | Aircraft Hours | 86 52,653 | 55 47,024 | 0 0 | 0 0 | 14 29,259 |
| Total All Aircraft | Aircraft Hours | 217,533 30,974,848 | 5,036 3,036,924 | 975 3,122,594 | 193 289,247 | 666 1,340,938 |

CHAPTER III

PRIMARY AND ACTUAL USE

Table 3.1 2000 GENERAL AVIATION AND AIR TAXI NUMBER OF AIRCRAFT BY PRIMARY USE
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

| AIRCRAFT TYPE | PRIMARY USE | | | | | | | | | | | | | | |
|---------------------|--------------|----------|--------------------|---------------|----------------|-------------|----------|---------------|-------|---------------|----------------|-----------------|------------------|--------------|---------------|
| | Total Active | Personal | Instruc- tional | Busi- ness | Cor- porate | Air Taxi | Tours*** | Air See*** | Sight | Aerial Obs | Aerial Apps | Aerial Other | External Load | Medi- cal | Other Work |
| Fixed Wing | | | | | | | | | | | | | | | |
| Fixed Wing - Piston | | | | | | | | | | | | | | | |
| 1 Eng: 1-3 Seats | | | | | | | | | | | | | | | |
| Est. Active | 42,147 | 31,443 | 4,470 | 1,448 | 40 | 35 | 43 | 121 | 768 | 3,094 | 177 | 0 | 18 | 489 | |
| % Std. Error | 2.6 | 3.3 | 3.4 | 3.4 | 4.2 | 3.2 | 3.6 | 4 | 3.4 | 3.6 | 3.7 | | 4 | 3.3 | |
| Est. % Active | 62.7 | | | | | | | | | | | | | | |
| 1 Eng: 4+ Seats | | | | | | | | | | | | | | | |
| Est. Active | 107,275 | 80,082 | 7,767 | 15,377 | 598 | 515 | 38 | 83 | 2,073 | 42 | 96 | 0 | 119 | 470 | |
| % Std. Error | 2.1 | 2.2 | 2.3 | 2.3 | 2.1 | 2.0 | 2.7 | 1.8 | 2.4 | 2.8 | 2.1 | | 2.4 | 2.2 | |
| Est. % Active | 85.5 | | | | | | | | | | | | | | |
| 1 Engine: Total | | | | | | | | | | | | | | | |
| Est. Active | 149,422 | 111,525 | 12,237 | 16,826 | 638 | 550 | 81 | 204 | 2,840 | 3,136 | 273 | 0 | 138 | 959 | |
| % Std. Error | 2.3 | 2.7 | 2.6 | 3.0 | 2.9 | 2.7 | 2.4 | 2.4 | 2.8 | 2.3 | 2.4 | | 2.9 | 2.4 | |
| Est. % Active | 77.5 | | | | | | | | | | | | | | |
| 2 Eng: 1-6 Seats | | | | | | | | | | | | | | | |
| Est. Active | 14,079 | 7,558 | 765 | 4,059 | 668 | 511 | 0 | 0 | 326 | 12 | 111 | 0 | 0 | 70 | |
| % Std. Error | 2.2 | 2.5 | 2.5 | 2.4 | 2.4 | 2.6 | | | 2.9 | | 2.4 | | | 2.4 | |
| Est. % Active | 82 | | | | | | | | | | | | | | |
| 2 Eng: 7+ Seats | | | | | | | | | | | | | | | |
| Est. Active | 6,873 | 2,344 | 269 | 1,845 | 1,046 | 981 | 41 | 21 | 89 | 11 | 104 | 0 | 81 | 40 | |
| % Std. Error | 1.7 | 2.0 | 2.1 | 1.9 | 1.9 | 2.0 | 3.4 | | 2.0 | | 2.2 | | 1.9 | 2.4 | |
| Est. % Active | 80.6 | | | | | | | | | | | | | | |
| 2 Engine: Total | | | | | | | | | | | | | | | |
| Est. Active | 20,951 | 9,901 | 1,034 | 5,904 | 1,714 | 1,492 | 41 | 21 | 415 | 23 | 215 | 0 | 81 | 110 | |
| % Std. Error | 2.0 | 2.3 | 2.4 | 2.2 | 2.0 | 2.1 | 3.3 | | 2.6 | 2.4 | 2.2 | | 1.9 | 2.2 | |
| Est. % Active | 81.5 | | | | | | | | | | | | | | |
| Piston: Other | | | | | | | | | | | | | | | |
| Est. Active | 140 | 45 | 0 | 11 | 0 | 0 | 0 | 12 | 0 | 15 | 42 | 0 | 0 | 15 | |
| % Std. Error | 1.7 | 4.7 | | 2.8 | | | | 2.9 | | 2.3 | 3.8 | | | 6.0 | |
| Est. % Active | 45.5 | | | | | | | | | | | | | | |
| Piston: Total | | | | | | | | | | | | | | | |
| Est. Active | 170,513 | 121,471 | 13,271 | 22,740 | 2,352 | 2,042 | 122 | 236 | 3,255 | 3,174 | 530 | 0 | 219 | 1,084 | |
| % Std. Error | 2.3 | 2.6 | 2.6 | 2.8 | 2.4 | 2.5 | 2.5 | 2.1 | 2.7 | 2.2 | 2.2 | | 2.4 | 2.3 | |
| Est. % Active | 78 | | | | | | | | | | | | | | |

Table 3.1 2000 GENERAL AVIATION AND AIR TAXI NUMBER OF AIRCRAFT BY PRIMARY USE
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

| AIRCRAFT TYPE | PRIMARY USE | | | | | | | | | | | | | |
|-------------------------------|-----------------|----------|--------------------|---------------|----------------|-------------|----------|--------------|---------------|----------------|-----------------|------------------|--------------|---------------|
| | Total Active | Personal | Instruc- tional | Busi- ness | Cor- porate | Air Taxi | Tours*** | Air Sight | Aerial Obs | Aerial Apps | Aerial Other | External Load | Medi- cal | Other Work |
| Fixed Wing - Turboprop | | | | | | | | | | | | | | |
| 1 Engine: Total | 678 | 41 | 0 | 99 | 15 | 105 | 0 | 0 | 17 | 365 | 18 | 0 | 9 | 9 |
| Est. Active | 1.0 | 0.9 | | 1.1 | 1.1 | 1.0 | | | 1.1 | 1.8 | | | | |
| % Std. Error | 85.6 | | | | | | | | | | | | | |
| Est. % Active | | | | | | | | | | | | | | |
| 2 Eng: 1-12 Seats | 3,862 | 474 | 21 | 827 | 2,002 | 364 | 0 | 4 | 19 | 0 | 61 | 0 | 66 | 21 |
| Est. Active | 0.8 | 0.9 | 1.2 | 0.9 | 0.9 | 0.9 | | | 1.1 | | 1.2 | | 0.6 | 1.2 |
| % Std. Error | 93.5 | | | | | | | | | | | | | |
| Est. % Active | | | | | | | | | | | | | | |
| 2 Eng: 13+ Seats | 1,178 | 5 | 0 | 219 | 814 | 67 | 0 | 0 | 0 | 0 | 54 | 0 | 0 | 5 |
| Est. Active | 1.7 | | 3.9 | 1.3 | 0.8 | 3.3 | | | | | | | | |
| % Std. Error | 87.2 | | | | | | | | | | | | | |
| Est. % Active | | | | | | | | | | | | | | |
| 2 Engine: Total | 5,040 | 479 | 21 | 1,046 | 2,831 | 431 | 0 | 4 | 19 | 0 | 116 | 0 | 66 | 26 |
| Est. Active | 1.0 | 1.1 | 1.4 | 1.1 | 1.0 | 0.9 | | | 1.3 | | 1.6 | | 0.7 | 1.1 |
| % Std. Error | 91.9 | | | | | | | | | | | | | |
| Est. % Active | | | | | | | | | | | | | | |
| Turboprop: Other | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 2 | 9 | 0 | 0 | 1 |
| Est. Active | 2.0 | | | | | | | | 6.2 | | 2.5 | | | |
| % Std. Error | 46.0 | | | | | | | | | | | | | |
| Est. % Active | | | | | | | | | | | | | | |
| Turboprop: Total | 5,762 | 520 | 21 | 1,145 | 2,831 | 536 | 0 | 4 | 69 | 367 | 143 | 0 | 76 | 37 |
| Est. Active | 1.0 | 1.1 | 1.5 | 1.2 | 1.1 | 1.0 | | | 1.2 | 0.8 | 1.2 | | 0.8 | 1.0 |
| % Std. Error | 90.4 | | | | | | | | | | | | | |
| Est. % Active | | | | | | | | | | | | | | |

Table 3.1 2000 GENERAL AVIATION AND AIR TAXI NUMBER OF AIRCRAFT BY PRIMARY USE
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

| AIRCRAFT TYPE | PRIMARY USE | | | | | | | | | | | | | |
|------------------------------|-----------------|----------|--------------------|---------------|----------------|-------------|-----------------|-----------------|---------------|----------------|-----------------|------------------|--------------|---------------|
| | Total Active | Personal | Instruc- tional | Busi- ness | Cor- porate | Air Taxi | Air Tours*** | Sight See*** | Aerial Obs | Aerial Apps | Aerial Other | External Load | Medi- cal | Other Work |
| Fixed Wing - Turbojet | | | | | | | | | | | | | | |
| 2 Engine Turbojet | | | | | | | | | | | | | | |
| Est. Active | 6,215 | 496 | 33 | 441 | 4,529 | 638 | 0 | 0 | 21 | 0 | 0 | 0 | 24 | 33 |
| % Std. Error | 1.2 | 1.3 | 1.8 | 1.3 | 1.3 | 1.3 | | | | | | | 1.5 | 1.7 |
| Est. % Active | 91.7 | | | | | | | | | | | | | |
| Turbojet: Other | | | | | | | | | | | | | | |
| Est. Active | 786 | 31 | 0 | 25 | 548 | 11 | 0 | 0 | 0 | 170 | 0 | 0 | 0 | 0 |
| % Std. Error | 1.9 | 2.1 | | 2.7 | 2.1 | | | | | 3 | | | | |
| Est. % Active | 79.6 | | | | | | | | | | | | | |
| Turbojet: Total | | | | | | | | | | | | | | |
| Est. Active | 7,001 | 526 | 33 | 466 | 5,078 | 649 | 0 | 0 | 21 | 170 | 0 | 0 | 24 | 33 |
| % Std. Error | 1.3 | 1.4 | 1.9 | 1.4 | 1.4 | 1.4 | | | | 1.8 | | | 1.6 | 1.9 |
| Est. % Active | 90.2 | | | | | | | | | | | | | |
| Fixed Wing: Total | | | | | | | | | | | | | | |
| Est. Active | 183,276 | 122,517 | 13,326 | 24,351 | 10,260 | 3,227 | 122 | 241 | 3,346 | 3,711 | 673 | 0 | 318 | 1,153 |
| % Std. Error | 2.2 | 2.6 | 2.5 | 2.7 | 2.2 | 2.2 | 3.6 | 2 | 2.6 | 2 | 2.1 | | 1.9 | 2.2 |
| Est. % Active | 78.7 | | | | | | | | | | | | | |
| Rotorcraft | | | | | | | | | | | | | | |
| Piston | | | | | | | | | | | | | | |
| Est. Active | 2,680 | 1,024 | 591 | 141 | 64 | 24 | 30 | 81 | 309 | 261 | 73 | 30 | 0 | 51 |
| % Std. Error | 2.3 | 2.9 | 3.1 | 2.8 | 3.2 | 3.4 | 3.8 | 3 | 3.4 | 3.2 | 2.8 | 3.8 | | 3.2 |
| Est. % Active | 61 | | | | | | | | | | | | | |
| 1 Eng: Turbine | | | | | | | | | | | | | | |
| Est. Active | 3,776 | 213 | 128 | 178 | 369 | 345 | 136 | 36 | 1,376 | 246 | 239 | 121 | 236 | 148 |
| % Std. Error | 1.5 | 1.8 | 1.7 | 1.7 | 1.8 | 1.8 | 1.6 | 1.7 | 1.6 | 1.7 | 1.7 | 1.9 | 1.9 | 2.1 |
| Est. % Active | 78.3 | | | | | | | | | | | | | |
| Multi-Eng: Turbine | | | | | | | | | | | | | | |
| Est. Active | 694 | 26 | 6 | 23 | 145 | 55 | 0 | 0 | 6 | 6 | 12 | 70 | 334 | 12 |
| % Std. Error | 2.1 | 3.1 | | 4.2 | 2.7 | 2.4 | | | | | | 3.6 | 2.7 | |
| Est. % Active | 65.7 | | | | | | | | | | | | | |
| Turbine: Total | | | | | | | | | | | | | | |
| Est. Active | 4,470 | 239 | 134 | 201 | 514 | 400 | 136 | 36 | 1,382 | 252 | 250 | 191 | 570 | 160 |
| % Std. Error | 1.6 | 1.9 | 1.8 | 1.9 | 1.9 | 1.9 | 1.7 | 1.8 | 1.7 | 1.8 | 1.9 | 2.1 | 2 | 2.3 |
| Est. % Active | 76 | | | | | | | | | | | | | |
| Rotorcraft: Total | | | | | | | | | | | | | | |
| Est. Active | 7,150 | 1,262 | 725 | 342 | 578 | 424 | 166 | 117 | 1,691 | 513 | 323 | 221 | 570 | 211 |
| % Std. Error | 1.9 | 2.3 | 2.4 | 2.2 | 2.3 | 2.4 | 2.2 | 2.2 | 2.2 | 2.4 | 2.2 | 2.6 | 2.4 | 2.6 |
| Est. % Active | 69.6 | | | | | | | | | | | | | |

**Table 3.1 2000 GENERAL AVIATION AND AIR TAXI NUMBER OF AIRCRAFT BY PRIMARY USE
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| AIRCRAFT TYPE | PRIMARY USE | | | | | | | | | | | | | |
|------------------------------|-----------------|----------|--------------------|---------------|----------------|-------------|-----------------|-----------------|---------------|----------------|-----------------|------------------|--------------|---------------|
| | Total Active | Personal | Instruc- tional | Busi- ness | Cor- porate | Air Taxi | Air Tours*** | Sight See*** | Aerial Obs | Aerial Apps | Aerial Other | External Load | Medi- cal | Other Work |
| Other Aircraft | | | | | | | | | | | | | | |
| Gliders | | | | | | | | | | | | | | |
| Est. Active | 2,041 | 1,732 | 248 | 13 | 0 | 0 | 8 | 18 | 0 | 0 | 0 | 0 | 0 | 22 |
| % Std. Error | 2.2 | 2.7 | 2.7 | | | | | 3.5 | | | | | | 3.9 |
| Est. % Active | 67.1 | | | | | | | | | | | | | |
| Lighter-than-air | | | | | | | | | | | | | | |
| Est. Active | 4,660 | 3,770 | 187 | 6 | 0 | 0 | 17 | 499 | 0 | 0 | 0 | 0 | 0 | 182 |
| % Std. Error | 2.1 | 2.6 | 3 | | | | 1.9 | 3.2 | | | | | | 2.3 |
| Est. % Active | 66.6 | | | | | | | | | | | | | |
| Other aircraft: Total | | | | | | | | | | | | | | |
| Est. Active | 6,700 | 5,502 | 434 | 18 | 0 | 0 | 25 | 516 | 0 | 0 | 0 | 0 | 0 | 204 |
| % Std. Error | 2.1 | 2.7 | 2.8 | 3.6 | | | 2 | 3.2 | | | | | | 2.4 |
| Est. % Active | 66.7 | | | | | | | | | | | | | |
| Experimental | | | | | | | | | | | | | | |
| Amateur: | | | | | | | | | | | | | | |
| Est. Active | 16,739 | 16,181 | 331 | 212 | 8 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 |
| % Std. Error | 5.9 | 8.3 | 8.4 | 7.2 | | | | | | | | | | |
| Est. % Active | 52.3 | | | | | | | | | | | | | |
| Exhibition: | | | | | | | | | | | | | | |
| Est. Active | 1,973 | 1,817 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 129 |
| % Std. Error | 2.2 | 2.7 | | 3.8 | | | | | | | | | | 2.3 |
| Est. % Active | 70.3 | | | | | | | | | | | | | |
| Other: | | | | | | | | | | | | | | |
| Est. Active | 1,694 | 912 | 66 | 222 | 157 | 35 | 6 | 6 | 48 | 71 | 26 | 13 | 41 | 90 |
| % Std. Error | 1.6 | 2 | 2.2 | 2 | 2 | 2.2 | | | 1.8 | 1.9 | 2.3 | 2.3 | 1.9 | 2 |
| Est. % Active | 74.3 | | | | | | | | | | | | | |
| Experimental: Total | | | | | | | | | | | | | | |
| Est. Active | 20,407 | 18,910 | 397 | 458 | 165 | 35 | 6 | 6 | 56 | 71 | 26 | 13 | 41 | 220 |
| % Std. Error | 4.7 | 6.6 | 6.2 | 4.4 | 3.6 | 4 | | | 3.3 | 3.5 | 4.2 | 4.1 | 3.4 | 3.6 |
| Est. % Active | 55 | | | | | | | | | | | | | |
| Total All Aircraft | | | | | | | | | | | | | | |
| Est. Active | 217,533 | 148,192 | 14,883 | 25,169 | 11,003 | 3,686 | 333 | 881 | 5,093 | 4,294 | 1,022 | 234 | 930 | 1,787 |
| % Std. Error | 2.4 | 2.9 | 2.8 | 3 | 2.5 | 2.4 | 2.8 | 2.3 | 2.4 | 2.3 | 2.2 | 2.1 | 2 | 2.3 |
| Est. % Active | 74.9 | | | | | | | | | | | | | |

Note: Row and column summations may differ from printed totals due to estimation procedures.

* Percent standard error of 100% or greater.

** Includes sightseeing performed under 14 CFR 91: General Operating and Flight Rules.

*** Includes air tours performed under 14 CFR 135: Air Taxi Operators and Commercial Operators.

Table 3.2

**2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN BY ACTUAL USE
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

ACTUAL USE

| AIRCRAFT TYPE | Total | Personal | Instruc- tional | Busi- ness | Corp- orate | Air Taxi | Air Tours*** | Sight See** | Aerial Obs | Aerial Apps | Aerial Other | Exter- nal | Medi- cal | Other Work |
|----------------------------|------------|------------|--------------------|---------------|----------------|-------------|-----------------|----------------|---------------|----------------|-----------------|---------------|--------------|---------------|
| Fixed Wing | | | | | | | | | | | | | | |
| Fixed Wing - Piston | | | | | | | | | | | | | | |
| 1 Eng: 1-3 Seats | | | | | | | | | | | | | | |
| Est. Total Hours | 5,323,737 | 2,245,914 | 1,532,244 | 185,074 | 6,473 | 8,564 | 13,074 | 36,074 | 198,464 | 949,398 | 31,615 | 1,365 | 3,809 | 111,669 |
| % Std. Error | 3.6 | 5.4 | 8 | 12.7 | 60.9 | 79.6 | 70.7 | 34.5 | 22 | 9.4 | 34.1 | 37.4 | 55.7 | 22.7 |
| 1 Eng: 4+ Seats | | | | | | | | | | | | | | |
| Est. Total Hours | 13,474,643 | 6,882,776 | 3,120,517 | 2,136,108 | 112,817 | 246,086 | 24,788 | 63,047 | 606,305 | 8,260 | 50,426 | 1,749 | 35,048 | 186,716 |
| % Std. Error | 2.3 | 2 | 7 | 4.4 | 22.3 | 27 | 41.5 | 21.2 | 15.7 | 37.8 | 47.9 | 59.8 | 20.2 | 20.9 |
| 1 Engine: Total | | | | | | | | | | | | | | |
| Est. Total Hours | 18,798,380 | 9,128,691 | 4,652,761 | 2,321,182 | 119,290 | 254,650 | 37,862 | 99,120 | 804,769 | 957,658 | 82,042 | 3,114 | 38,857 | 298,384 |
| % Std. Error | 1.9 | 2 | 5.1 | 3.8 | 19.1 | 23.4 | 36.5 | 18.5 | 12.1 | 10.6 | 30 | 35.1 | 17.3 | 15 |
| 2 Eng: 1-6 Seats | | | | | | | | | | | | | | |
| Est. Total Hours | 1,978,265 | 698,289 | 272,107 | 547,119 | 147,551 | 159,844 | 559 | 4,206 | 100,976 | 4,843 | 21,766 | 575 | 2,910 | 17,521 |
| % Std. Error | 4 | 5.5 | 19 | 7.3 | 21.7 | 27 | 96.3 | 88.4 | 30.3 | 124.5 | 52.6 | 85.5 | 64 | 38.4 |
| 2 Eng: 7+ Seats | | | | | | | | | | | | | | |
| Est. Total Hours | 1,393,819 | 269,088 | 90,672 | 268,179 | 263,803 | 364,221 | 50,012 | 6,683 | 24,740 | 4,505 | 9,959 | 56 | 29,987 | 11,914 |
| % Std. Error | 4.5 | 8.4 | 28.5 | 8.5 | 12.2 | 13.3 | 59.9 | 81.3 | 39.8 | 78.9 | 39.8 | 70.8 | 43.9 | 34.7 |
| 2 Engine: Total | | | | | | | | | | | | | | |
| Est. Total Hours | 3,372,084 | 967,377 | 362,779 | 815,299 | 411,354 | 524,065 | 50,571 | 10,888 | 125,716 | 9,348 | 31,724 | 631 | 32,897 | 29,435 |
| % Std. Error | 3.1 | 4.5 | 15.3 | 5.5 | 11.8 | 13.5 | 70.5 | 66.7 | 23.7 | 73.3 | 35.5 | 70.1 | 47.9 | 26.4 |
| Piston: Other | | | | | | | | | | | | | | |
| Est. Total Hours | 28,469 | 2,922 | 285 | 1,301 | 0 | 0 | 0 | 1,795 | 54 | 14,752 | 5,474 | 0 | 0 | 1,886 |
| % Std. Error | 38.5 | 29.7 | 35.7 | 113.2 | | 126.7 | | 73.3 | 123.7 | 77 | 37.4 | | | 59.1 |
| Piston: Total | | | | | | | | | | | | | | |
| Est. Total Hours | 22,198,933 | 10,098,989 | 5,015,825 | 3,137,782 | 530,644 | 778,715 | 88,432 | 111,804 | 930,539 | 981,759 | 119,240 | 3,745 | 71,753 | 329,705 |
| % Std. Error | 1.6 | 1.9 | 4.8 | 3.2 | 10.6 | 12.2 | 44.6 | 17.8 | 10.9 | 10.6 | 23.1 | 31.4 | 24.6 | 13.7 |

Table 3.2

**2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN BY ACTUAL USE
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| AIRCRAFT TYPE | ACTUAL USE | | | | | | | | | | | | | |
|------------------------|------------|---------------|--------------------|---------------|----------------|-------------|----------------|----------------|---------------|----------------|-----------------|---------------|--------------|---------------|
| | Total | Perso- nal | Instruc- tional | Busi- ness | Corp- orate | Air Taxi | Air Tours** | Sight See** | Aerial Obs | Aerial Apps | Aerial Other | Exter- nal | Medi- cal | Other Work |
| Fixed Wing - Turboprop | | | | | | | | | | | | | | |
| 1 Engine: Total | 278,360 | 9,172 | 2,910 | 20,936 | 5,200 | 60,587 | 0 | 71 | 2,211 | 162,589 | 5,949 | 186 | 5,592 | 2,957 |
| Est. Total Hours | 5.6 | 30.6 | 33.8 | 23 | 58.9 | 27.4 | | 79.7 | 60.1 | 10.4 | 76.7 | 99.7 | 83.6 | 82.2 |
| % Std. Error | | | | | | | | | | | | | | |
| 2 Eng: 1-12 Seats | 1,045,003 | 89,212 | 9,275 | 135,605 | 572,175 | 166,929 | 10 | 1,852 | 12,401 | 39 | 19,120 | 10 | 29,548 | 9,028 |
| Est. Total Hours | 3.7 | 9.6 | 23.2 | 9.5 | 6 | 21 | 151.9 | 143.9 | 68.4 | 67 | 42.7 | 151.9 | 37.9 | 42.2 |
| % Std. Error | | | | | | | | | | | | | | |
| 2 Eng: 13+ Seats | 682,375 | 13,827 | 7,463 | 11,528 | 423,408 | 179,747 | 5,271 | 0 | 154 | 0 | 14,862 | 0 | 0 | 26,115 |
| Est. Total Hours | 9.1 | 19.9 | 17.3 | 25.2 | 9.4 | 15.6 | 53.4 | | 53.4 | | 14 | | | 32.2 |
| % Std. Error | | | | | | | | | | | | | | |
| 2 Engine: Total | 1,727,378 | 103,039 | 16,738 | 147,133 | 995,583 | 346,676 | 5,281 | 1,652 | 1,255 | 39 | 33,982 | 10 | 29,548 | 35,143 |
| Est. Total Hours | 4.1 | 10.5 | 22.7 | 9.7 | 6.2 | 20.1 | 15.3 | 154.6 | 40.3 | 72.1 | 40 | 163.2 | 40.8 | 35 |
| % Std. Error | | | | | | | | | | | | | | |
| Turboprop: Other | 25,657 | 0 | 0 | 5 | 27 | 0 | 0 | 0 | 21,490 | 792 | 3,067 | 0 | 0 | 276 |
| Est. Total Hours | 56.4 | | | 65.7 | 173.2 | | | | 70.9 | 153 | 73.2 | | | 171 |
| % Std. Error | | | | | | | | | | | | | | |
| Turboprop: Total | 2,031,394 | 112,211 | 19,648 | 168,074 | 1,000,810 | 407,263 | 5,281 | 1,722 | 36,256 | 163,419 | 42,998 | 196 | 35,140 | 38,376 |
| Est. Total Hours | 3.5 | 9.7 | 19.2 | 8.7 | 6 | 16.8 | 15.3 | 139.3 | 49.3 | 17.8 | 34.2 | 123.6 | 36.5 | 31.6 |
| % Std. Error | | | | | | | | | | | | | | |

Table 3.2

**2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN BY ACTUAL USE
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

ACTUAL USE

| AIRCRAFT TYPE | Total | Personal | Instruc- tional | Busi- ness | Corp- orate | Air Taxi | Air Tours*** | Sight See** | Aerial Obs | Aerial Apps | Aerial Other | Exter- nal | Medi- cal | Other Work |
|------------------------------|------------|------------|--------------------|---------------|----------------|-------------|-----------------|----------------|---------------|----------------|-----------------|---------------|--------------|---------------|
| Fixed Wing - Turbojet | | | | | | | | | | | | | | |
| 2 Engine Turbojet | | | | | | | | | | | | | | |
| Est. Total Hours | 2,338,205 | 187,073 | 7,154 | 124,251 | 1,682,777 | 306,290 | 0 | 1,195 | 5,526 | 0 | 75 | 741 | 18,407 | 4,715 |
| % Std. Error | 3.5 | 19.6 | 35.7 | 22.4 | 4.5 | 17.8 | | 94.9 | 87.6 | | 77.2 | 74.1 | 77 | 46.2 |
| Turbojet: Other | | | | | | | | | | | | | | |
| Est. Total Hours | 417,005 | 10,892 | 438 | 26,127 | 295,284 | 6,621 | 0 | 0 | 0 | 77,506 | 0 | 0 | 82 | 56 |
| % Std. Error | 14.7 | 42.3 | 83.9 | 110.5 | 19.7 | 102.6 | | | | 37.9 | | | 109.1 | 110.6 |
| Turbojet: Total | | | | | | | | | | | | | | |
| Est. Total Hours | 2,755,210 | 197,965 | 7,591 | 150,378 | 1,978,061 | 312,911 | 0 | 1,195 | 5,526 | 77,506 | 75 | 741 | 18,489 | 4,771 |
| % Std. Error | 3.8 | 18.6 | 33.9 | 26.8 | 4.9 | 17.5 | | 94.6 | 87.4 | 40.9 | 77 | 73.9 | 76.4 | 45.5 |
| Fixed Wing: Total | | | | | | | | | | | | | | |
| Est. Total Hours | 26,985,537 | 10,409,165 | 5,043,064 | 3,456,234 | 3,509,515 | 1,498,889 | 93,713 | 114,721 | 972,321 | 1,222,684 | 162,313 | 4,682 | 125,382 | 372,792 |
| % Std. Error | 1.5 | 1.8 | 4.7 | 3.2 | 5.5 | 9.6 | 20.7 | 17.3 | 10.7 | 9.5 | 20.7 | 28.9 | 23.9 | 12.8 |
| Rotorcraft | | | | | | | | | | | | | | |
| Piston | | | | | | | | | | | | | | |
| Est. Total Hours | 530,850 | 90,075 | 183,464 | 21,627 | 14,512 | 5,077 | 3,946 | 18,223 | 102,903 | 69,312 | 10,860 | 3,219 | 83 | 7,548 |
| % Std. Error | 7.4 | 11.5 | 17.5 | 25.3 | 44.9 | 66.9 | 47.4 | 28.9 | 21.2 | 23.7 | 48.3 | 54.9 | 155.2 | 45.5 |
| 1 Eng: Turbine | | | | | | | | | | | | | | |
| Est. Total Hours | 1,424,029 | 20,514 | 45,888 | 35,862 | 106,159 | 161,904 | 119,751 | 25,456 | 526,492 | 90,668 | 46,912 | 71,873 | 133,815 | 38,737 |
| % Std. Error | 4.7 | 20.1 | 23.4 | 49.4 | 21.2 | 16.9 | 28.7 | 40.8 | 9.3 | 25.2 | 19.6 | 27.3 | 22.4 | 29.9 |
| Multi-Eng: Turbine | | | | | | | | | | | | | | |
| Est. Total Hours | 353,469 | 2,183 | 2,957 | 1,975 | 73,148 | 9,587 | 468 | 0 | 2,467 | 1,122 | 17,954 | 76,136 | 162,293 | 3,180 |
| % Std. Error | 12.1 | 74.1 | 51.4 | 74 | 41.6 | 50 | 91.1 | | 91.1 | 92.6 | 47.2 | 43.8 | 17.4 | 85.1 |
| Turbine: Total | | | | | | | | | | | | | | |
| Est. Total Hours | 1,777,498 | 22,697 | 48,846 | 37,837 | 179,307 | 171,491 | 120,218 | 25,456 | 528,958 | 91,790 | 64,865 | 148,009 | 296,107 | 41,917 |
| % Std. Error | 4.4 | 19.7 | 22.7 | 48.2 | 20 | 16.6 | 29.4 | 41.9 | 9.7 | 25.7 | 18.7 | 24.6 | 14.3 | 28.9 |
| Rotorcraft: Total | | | | | | | | | | | | | | |
| Est. Total Hours | 2,308,347 | 112,772 | 232,310 | 59,464 | 193,819 | 176,568 | 124,165 | 43,679 | 631,861 | 161,102 | 75,725 | 151,227 | 296,191 | 49,465 |
| % Std. Error | 4.1 | 10.1 | 14.1 | 33.5 | 20 | 17.4 | 30.2 | 28.1 | 9.3 | 18.1 | 18.2 | 25.6 | 15.5 | 26.7 |

Table 3.2 2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN BY ACTUAL USE
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

| AIRCRAFT TYPE | ACTUAL USE | | | | | | | | | | | | | |
|-----------------------|------------|------------|---------------|-----------|-----------|-----------|--------------|-------------|------------|-------------|--------------|----------|---------|------------|
| | Total | Personal | Instructional | Business | Corporate | Air Taxi | Air Tours*** | Sight See** | Aerial Obs | Aerial Apps | Aerial Other | External | Medical | Other Work |
| Other Aircraft | | | | | | | | | | | | | | |
| Gliders | | | | | | | | | | | | | | |
| Est. Total Hours | 157,384 | 100,848 | 41,841 | 2,535 | 0 | 0 | 1,498 | 7,733 | 97 | 65 | 0 | 0 | 0 | 2,767 |
| % Std. Error | 10 | 10.2 | 28 | 81.9 | | | 129.6 | 47.3 | 105.6 | 120.4 | | | | 100.1 |
| Lighter-than-air | | | | | | | | | | | | | | |
| Est. Total Hours | 216,787 | 93,935 | 7,567 | 1,757 | 2,069 | 3 | 609 | 31,718 | 188 | 1 | 1 | 0 | 3 | 78,938 |
| % Std. Error | 19.7 | 14.4 | 20.1 | 105.7 | 79.2 | 121.8 | 70.8 | 16.3 | 51.5 | 149.1 | 149.1 | | 75.9 | 50.5 |
| Other aircraft: Total | | | | | | | | | | | | | | |
| Est. Total Hours | 374,171 | 194,783 | 49,408 | 4,291 | 2,069 | 3 | 2,107 | 39,451 | 286 | 66 | 1 | 0 | 3 | 81,705 |
| % Std. Error | 12.3 | 9 | 24.3 | 64.7 | 79.6 | 122.3 | 93.7 | 16.1 | 49.3 | 118.5 | 149.7 | | 76.2 | 49.2 |
| Experimental | | | | | | | | | | | | | | |
| Amateur: | | | | | | | | | | | | | | |
| Est. Total Hours | 906,001 | 832,129 | 31,143 | 39,206 | 436 | 208 | 0 | 46 | 1,114 | 263 | 351 | 263 | 6 | 835 |
| % Std. Error | 8.2 | 8.5 | 57.3 | 39.5 | 164.1 | 94.1 | | 149.8 | 123.2 | 100.7 | 75.2 | 100.7 | 296.6 | 87.3 |
| Exhibition: | | | | | | | | | | | | | | |
| Est. Total Hours | 114,105 | 99,732 | 1,047 | 3,410 | 0 | 2 | 0 | 60 | 143 | 0 | 0 | 0 | 0 | 9,711 |
| % Std. Error | 10.6 | 11.8 | 44.7 | 51.4 | | 97.7 | | 166.5 | 167.1 | | | | | 47 |
| Other: | | | | | | | | | | | | | | |
| Est. Total Hours | 286,700 | 62,288 | 17,859 | 41,348 | 59,544 | 18,813 | 4,425 | 409 | 14,972 | 17,228 | 6,066 | 15,253 | 20,605 | 7,891 |
| % Std. Error | 10.2 | 12.6 | 37.2 | 22.4 | 24 | 55.8 | 127.5 | 126.6 | 54.1 | 47.5 | 63.2 | 100.7 | 57.4 | 38.5 |
| Experimental: Total | | | | | | | | | | | | | | |
| Est. Total Hours | 1,306,806 | 994,149 | 50,049 | 83,964 | 59,980 | 19,023 | 4,425 | 515 | 16,230 | 17,491 | 6,417 | 15,516 | 20,611 | 18,437 |
| % Std. Error | 7.4 | 6.5 | 41.5 | 29.6 | 54.5 | 121.3 | 278.2 | 222.3 | 110 | 103.1 | 131 | 216.3 | 126.1 | 57.7 |
| Total All Aircraft | | | | | | | | | | | | | | |
| Est. Total Hours | 30,974,861 | 11,710,869 | 5,374,831 | 3,603,953 | 3,765,383 | 1,694,483 | 224,410 | 198,366 | 1,620,698 | 1,401,343 | 244,456 | 171,426 | 442,187 | 522,399 |
| % Std. Error | 1.5 | 1.7 | 4.6 | 3.3 | 5.5 | 9 | 18.7 | 14.1 | 8.6 | 9 | 16.2 | 34.8 | 17 | 14.3 |

Note: Row and column summations may differ from printed totals due to estimation procedures.

* Percent standard error of 100% or greater.

** Includes sightseeing performed under 14 CFR 91: General Operating and Flight Rules.

*** Includes air tours performed under 14 CFR 135: Air Taxi Operators and Commercial Operators.

Table 3.3 2000 GENERAL AVIATION AND AIR TAXI NUMBER OF AIRCRAFT BY PUBLIC USE AND RENTAL HOURS
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

| AIRCRAFT TYPE | Public Use Hours Flown | Use Percent Standard Error | Rental Hours Flown | Hours Percent Standard Error |
|------------------------|------------------------------|-------------------------------------|--------------------------|---------------------------------------|
| Fixed Wing | | | | |
| Fixed Wing - Piston | | | | |
| 1 Eng: 1-3 Seats | 95,708 | 13.4 | 366,531 | 6.6 |
| 1 Eng: 4+ Seats | 179,483 | 12.3 | 785,770 | 5.6 |
| 1 Engine: Total | 275,191 | 8.8 | 1,152,301 | 4.1 |
| 2 Eng: 1-6 Seats | 36,488 | 26.0 | 95,999 | 15.3 |
| 2 Eng: 7+ Seats | 35,752 | 19.4 | 72,439 | 13.1 |
| 2 Engine: Total | 72,240 | 16.4 | 168,438 | 10.3 |
| Piston: Other | 1,481 | 55.7 | 1,151 | 64.7 |
| Piston: Total | 346,911 | 7.8 | 1,321,890 | 3.8 |
| Fixed Wing - Turboprop | | | | |
| 1 Engine: Total | 3,721 | 39.7 | 6,700 | 28.7 |
| 2 Eng: 1-12 Seats | 38,567 | 15.7 | 31,651 | 15.5 |
| 2 Eng: 13+ Seats | 12,268 | 39.5 | 2,338 | 63.0 |
| 2 Engine: Total | 50,834 | 14.7 | 33,989 | 16.0 |
| Turboprop: Other | 3,738 | 16.6 | 1,209 | 65.7 |
| Turboprop: Total | 58,293 | 12.8 | 41,898 | 13.8 |
| Fixed Wing - Turbojet | | | | |
| 2 Engine Turbojet | 13,364 | 35.3 | 46,834 | 17.1 |
| Turbojet: Other | 1,995 | 91.1 | 1,196 | 95.8 |
| Turbojet: Total | 15,359 | 32.8 | 48,029 | 16.8 |
| Fixed Wing: Total | 422,564 | 7.0 | 1,411,818 | 3.6 |

Table 3.3 2000 GENERAL AVIATION AND AIR TAXI NUMBER OF AIRCRAFT BY PUBLIC USE AND RENTAL HOURS BY AIRCRAFT TYPE *INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT*

| AIRCRAFT TYPE | Public Use Hours Flown | Use Percent Standard Error | Rental Hours Flown | Hours Percent Standard Error |
|---------------------------|------------------------------|-------------------------------------|--------------------------|---------------------------------------|
| Rotorcraft | | | | |
| Piston | 13,950 | 29.1 | 41,301 | 15.7 |
| 1 Eng: Turbine | 157,342 | 5.9 | 26,790 | 17.8 |
| Multi-Eng: Turbine | 11,882 | 30.2 | 3,494 | 59.0 |
| Turbine: Total | 169,224 | 6.1 | 30,284 | 17.3 |
| Rotocraft: Total | 183,174 | 6.7 | 71,585 | 11.5 |
| Other Aircraft | | | | |
| Glider | 3,185 | 65.5 | 28,602 | 19.4 |
| Lighter-than-air | 1,622 | 82.6 | 3,479 | 57.6 |
| Other aircraft: Total | 4,807 | 51.4 | 32,081 | 19.1 |
| Experimental | | | | |
| Amateur: | 15,431 | 68.3 | 19,925 | 58.9 |
| Exhibition: | 643 | 145.3 | 387 | 89.7 |
| Other: | 7,695 | 35.3 | 7,584 | 33.9 |
| Experimental: Total | 23,768 | 45.0 | 27,896 | 40.3 |
| Total All Aircraft | 634,313 | 5.8 | 1,543,379 | 3.5 |

Note: Row and column summations may differ from printed totals due to estimation procedures.

* Percent standard error of 100% or greater.

** Public Use was asked as a separate question beginning in 2000

CHAPTER IV

FLYING CONDITIONS

**Table 4.1 2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN BY DAY/NIGHT
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| AIRCRAFT TYPE | DAY TOTAL | | | NIGHT TOTAL | | |
|---------------------|----------------|------------------------------|--|----------------|------------------------------|--|
| | Hours Flown | Percent Standard Error | | Hours Flown | Percent Standard Error | |
| Fixed Wing | | | | | | |
| Fixed Wing - Piston | | | | | | |
| 1 Eng: 1-3 Seats | 4,882,140 | 3.5 | | 441,597 | 9.5 | |
| 1 Eng: 4+ Seats | 11,755,139 | 2.2 | | 1,719,504 | 5.0 | |
| 1 Engine: Total | 16,637,279 | 1.8 | | 2,161,101 | 4.1 | |
| 2 Eng: 1-6 Seats | 1,623,837 | 3.9 | | 354,428 | 7.2 | |
| 2 Eng: 7+ Seats | 1,153,912 | 4.6 | | 239,906 | 7.6 | |
| 2 Engine: Total | 2,777,749 | 3.1 | | 594,335 | 5.3 | |
| Piston: Other | 26,532 | 40.0 | | 1,937 | 36.2 | |
| Piston: Total | 19,441,560 | 1.6 | | 2,757,373 | 3.4 | |

**Table 4.1 2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN BY DAY/NIGHT
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| AIRCRAFT TYPE | DAY TOTAL | | | NIGHT TOTAL | | |
|------------------------|----------------|------------------------------|--|----------------|------------------------------|--|
| | Hours Flown | Percent Standard Error | | Hours Flown | Percent Standard Error | |
| Fixed Wing - Turboprop | | | | | | |
| 1 Engine: Total | 237,634 | 5.6 | | 40,725 | 19.0 | |
| 2 Eng: 1-12 Seats | 856,945 | 3.8 | | 188,057 | 6.2 | |
| 2 Eng: 13+ Seats | 557,145 | 9.8 | | 125,230 | 10.2 | |
| 2 Engine: Total | 1,414,090 | 4.3 | | 313,288 | 5.4 | |
| Turboprop: Other | 20,741 | 55.7 | | 4,916 | 59.6 | |
| Turboprop: Total | 1,672,465 | 3.7 | | 358,929 | 5.3 | |
| Fixed Wing - Turbojet | | | | | | |
| 2 Engine Turbojet | 1,828,375 | 3.7 | | 509,830 | 5.4 | |
| Turbojet: Other | 320,696 | 13.8 | | 96,309 | 25.3 | |
| Turbojet: Total | 2,149,071 | 3.8 | | 606,140 | 6.1 | |
| Fixed Wing: Total | 23,263,096 | 1.5 | | 3,722,442 | 3.0 | |

Table 4.1 2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN BY DAY/NIGHT
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

| AIRCRAFT TYPE | DAY TOTAL | | | NIGHT TOTAL | | |
|-----------------------|----------------|------------------------------|--|----------------|------------------------------|--|
| | Hours Flown | Percent Standard Error | | Hours Flown | Percent Standard Error | |
| Rotorcraft | | | | | | |
| Piston | 472,709 | 7.3 | | 58,140 | 25.8 | |
| 1 Eng: Turbine | 1,159,432 | 5.0 | | 264,597 | 9.4 | |
| Multi-Eng: Turbine | 279,372 | 15.1 | | 74,096 | 14.0 | |
| Turbine: Total | 1,438,804 | 4.9 | | 338,694 | 8.0 | |
| Rotocraft: Total | 1,911,513 | 4.4 | | 396,834 | 8.2 | |
| Other Aircraft | | | | | | |
| Gliders | 156,884 | 10.0 | | 500 | 75.8 | |
| Lighter-than-air | 200,669 | 17.6 | | 16,118 | 61.2 | |
| Other aircraft: Total | 357,553 | 10.9 | | 16,618 | 59.7 | |

**Table 4.1 2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN BY DAY/NIGHT
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| AIRCRAFT TYPE | DAY TOTAL | | NIGHT TOTAL | |
|---------------------|----------------|------------------------------|----------------|------------------------------|
| | Hours Flown | Percent Standard Error | Hours Flown | Percent Standard Error |
| Experimental | | | | |
| Amateur: | 871,340 | 8.3 | 34,660 | 21.9 |
| Exhibition: | 112,835 | 10.6 | 1,270 | 31.3 |
| Other: | 236,790 | 10.5 | 49,910 | 17.8 |
| Experimental: Total | 1,220,965 | 7.1 | 85,841 | 25.4 |
| Total All Aircraft | 26,753,127 | 1.4 | 4,221,734 | 2.9 |

Note: Row and column summations may differ from printed totals due to estimation procedures.

* Percent Standard Error of 100% or greater.

**Table 4.2 2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN UNDER VMC CONDITIONS BY DAY/NIGHT
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| AIRCRAFT TYPE | VMC DAY | | | VMC NIGHT | | | VMC TOTAL | | |
|---------------------|----------------|------------------------------|--|----------------|------------------------------|--|----------------|------------------------------|------|
| | Hours Flown | Percent Standard Error | | Hours Flown | Percent Standard Error | | Hours Flown | Percent Standard Error | |
| Fixed Wing | | | | | | | | | |
| Fixed Wing - Piston | | | | | | | | | |
| 1 Eng: 1-3 Seats | 4,778,462 | 3.6 | | 371,492 | 7.4 | | 5,149,954 | | 3.6 |
| 1 Eng: 4+ Seats | 10,229,073 | 2.3 | | 1,411,528 | 4.8 | | 11,640,600 | | 2.4 |
| 1 Engine: Total | 15,007,535 | 1.9 | | 1,783,020 | 3.8 | | 16,790,554 | | 1.9 |
| 2 Eng: 1-6 Seats | 1,257,642 | 4.4 | | 254,359 | 7.4 | | 1,512,001 | | 4.3 |
| 2 Eng: 7+ Seats | 888,731 | 5.2 | | 179,011 | 7.2 | | 1,067,742 | | 4.9 |
| 2 Engine: Total | 2,146,373 | 3.5 | | 433,370 | 5.3 | | 2,579,743 | | 3.3 |
| Piston: Other | 19,828 | 31.8 | | 1,463 | 36.7 | | 21,291 | | 30.7 |
| Piston: Total | 17,173,735 | 1.7 | | 2,217,853 | 3.2 | | 19,391,589 | | 1.7 |

**Table 4.2 2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN UNDER VMC CONDITIONS BY DAY/NIGHT
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| AIRCRAFT TYPE | VMC DAY | | | VMC NIGHT | | | VMC TOTAL | | |
|------------------------|----------------|------------------------------|--|----------------|------------------------------|--|----------------|------------------------------|--|
| | Hours Flown | Percent Standard Error | | Hours Flown | Percent Standard Error | | Hours Flown | Percent Standard Error | |
| Fixed Wing - Turboprop | | | | | | | | | |
| 1 Engine: Total | 157,486 | 6.6 | | 34,526 | 23.0 | | 192,012 | 6.4 | |
| 2 Eng: 1-12 Seats | 610,063 | 4.6 | | 134,371 | 7.0 | | 744,435 | 4.4 | |
| 2 Eng: 13+ Seats | 509,248 | 11.9 | | 81,303 | 10.4 | | 590,551 | 11.1 | |
| 2 Engine: Total | 1,119,311 | 5.5 | | 215,674 | 5.8 | | 1,334,986 | 5.2 | |
| Turboprop: Other | 13,866 | 71.7 | | 2,318 | 65.4 | | 16,184 | 70.7 | |
| Turboprop: Total | 1,290,663 | 4.7 | | 252,518 | 6.2 | | 1,543,182 | 4.4 | |
| Fixed Wing - Turbojet | | | | | | | | | |
| 2 Engine Turbojet | 1,276,483 | 4.8 | | 286,043 | 5.4 | | 1,562,526 | 4.5 | |
| Turbojet: Other | 200,377 | 16.5 | | 57,030 | 26.6 | | 257,406 | 17.4 | |
| Turbojet: Total | 1,476,859 | 4.7 | | 343,073 | 6.4 | | 1,819,932 | 4.6 | |
| Fixed Wing: Total | 19,941,258 | 1.6 | | 2,813,445 | 2.8 | | 22,754,703 | 1.6 | |

**Table 4.2 2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN UNDER VMC CONDITIONS BY DAY/NIGHT
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| AIRCRAFT TYPE | VMC DAY | | | VMC NIGHT | | | VMC TOTAL | | |
|-----------------------|----------------|------------------------------|--|----------------|------------------------------|--|----------------|------------------------------|--|
| | Hours Flown | Percent Standard Error | | Hours Flown | Percent Standard Error | | Hours Flown | Percent Standard Error | |
| Rotorcraft | | | | | | | | | |
| Piston | 467,299 | 7.3 | | 56,347 | 26.5 | | 523,646 | 7.4 | |
| 1 Eng: Turbine | 1,137,399 | 5.0 | | 252,148 | 9.6 | | 1,389,546 | 4.7 | |
| Multi-Eng: Turbine | 222,625 | 16.8 | | 65,565 | 15.7 | | 288,190 | 13.7 | |
| Turbine: Total | 1,360,023 | 5.0 | | 317,713 | 8.3 | | 1,677,736 | 4.5 | |
| Rotocraft: Total | 1,827,323 | 4.4 | | 374,060 | 8.5 | | 2,201,382 | 4.2 | |
| Other Aircraft | | | | | | | | | |
| Gliders | 156,756 | 10.0 | | 392 | 68.6 | | 157,148 | 10.0 | |
| Lighter-than-air | 188,751 | 16.8 | | 22,306 | 65.7 | | 211,057 | 19.8 | |
| Other aircraft: Total | 345,507 | 10.4 | | 22,699 | 64.8 | | 368,205 | 12.2 | |

**Table 4.2 2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN UNDER VMC CONDITIONS BY DAY/NIGHT
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| AIRCRAFT TYPE | VMC DAY | | | VMC NIGHT | | | VMC TOTAL | | |
|---------------------|----------------|------------------------------|--|----------------|------------------------------|--|----------------|------------------------------|--|
| | Hours Flown | Percent Standard Error | | Hours Flown | Percent Standard Error | | Hours Flown | Percent Standard Error | |
| Experimental | | | | | | | | | |
| Amateur: | 800,477 | 8.3 | | 28,209 | 21.2 | | 828,686 | 8.3 | |
| Exhibition: | 98,048 | 10.3 | | 1,334 | 31.3 | | 99,382 | 10.3 | |
| Other: | 198,765 | 11.9 | | 36,372 | 17.8 | | 235,137 | 11.2 | |
| Experimental: Total | 1,097,289 | 7.3 | | 65,915 | 24.2 | | 1,163,204 | 7.4 | |
| Total All Aircraft | 23,211,377 | 1.5 | | 3,276,118 | 3.0 | | 26,487,494 | 1.5 | |

Note: Row and column summations may differ from printed totals due to estimation procedures.

* Percent Standard Error of 100% or greater.

**Table 4.3 2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN UNDER IMC CONDITIONS BY DAY/NIGHT
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| AIRCRAFT TYPE | IMC DAY | | | IMC NIGHT | | | IMC TOTAL | | |
|---------------------|----------------|------------------------------|--|----------------|------------------------------|--|----------------|------------------------------|--|
| | Hours Flown | Percent Standard Error | | Hours Flown | Percent Standard Error | | Hours Flown | Percent Standard Error | |
| Fixed Wing | | | | | | | | | |
| Fixed Wing - Piston | | | | | | | | | |
| 1 Eng: 1-3 Seats | 36,358 | 16.0 | | 14,872 | 43.0 | | 51,231 | 18.4 | |
| 1 Eng: 4+ Seats | 1,143,342 | 5.5 | | 239,040 | 10.7 | | 1,382,382 | 5.3 | |
| 1 Engine: Total | 1,179,700 | 4.8 | | 253,913 | 9.4 | | 1,433,613 | 4.7 | |
| 2 Eng: 1-6 Seats | 301,889 | 7.5 | | 108,125 | 10.2 | | 410,014 | 7.2 | |
| 2 Eng: 7+ Seats | 209,805 | 7.3 | | 77,561 | 10.6 | | 287,367 | 7.4 | |
| 2 Engine: Total | 511,694 | 5.4 | | 185,686 | 7.5 | | 697,380 | 5.3 | |
| Piston: Other | 764 | 38.8 | | 265 | 63.1 | | 1,029 | 39.1 | |
| Piston: Total | 1,692,158 | 3.8 | | 439,864 | 6.4 | | 2,132,022 | 3.7 | |

**Table 4.3 2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN UNDER IMC CONDITIONS BY DAY/NIGHT
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| AIRCRAFT TYPE | IMC DAY | | | IMC NIGHT | | | IMC TOTAL | | |
|------------------------|----------------|------------------------------|--|----------------|------------------------------|--|----------------|------------------------------|--|
| | Hours Flown | Percent Standard Error | | Hours Flown | Percent Standard Error | | Hours Flown | Percent Standard Error | |
| Fixed Wing - Turboprop | | | | | | | | | |
| 1 Engine: Total | 16,470 | 25.3 | | 14,761 | 34.9 | | 31,231 | 25.4 | |
| 2 Eng: 1-12 Seats | 185,350 | 6.1 | | 87,508 | 7.5 | | 272,859 | 5.5 | |
| 2 Eng: 13+ Seats | 49,834 | 16.4 | | 29,636 | 25.6 | | 79,470 | 17.4 | |
| 2 Engine: Total | 235,184 | 5.8 | | 117,145 | 7.8 | | 352,329 | 5.5 | |
| Turboprop: Other | 3,669 | 63.6 | | 2,205 | 69.0 | | 5,874 | 64.5 | |
| Turboprop: Total | 255,324 | 5.6 | | 134,110 | 8.2 | | 389,434 | 5.5 | |
| Fixed Wing - Turbojet | | | | | | | | | |
| 2 Engine Turbojet | 443,313 | 7.7 | | 257,289 | 8.1 | | 700,602 | 7.1 | |
| Turbojet: Other | 56,205 | 19.6 | | 40,131 | 25.2 | | 96,336 | 20.6 | |
| Turbojet: Total | 499,518 | 7.2 | | 297,420 | 7.8 | | 796,938 | 6.7 | |
| Fixed Wing: Total | 2,446,999 | 3.3 | | 871,395 | 5.1 | | 3,318,394 | 3.3 | |

**Table 4.3 2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN UNDER IMC CONDITIONS BY DAY/NIGHT
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| AIRCRAFT TYPE | IMC DAY | | | IMC NIGHT | | | IMC TOTAL | | |
|-----------------------|----------------|------------------------------|--|----------------|------------------------------|--|----------------|------------------------------|--|
| | Hours Flown | Percent Standard Error | | Hours Flown | Percent Standard Error | | Hours Flown | Percent Standard Error | |
| Rotorcraft | | | | | | | | | |
| Piston | 97 | 79.8 | | 74 | 138.7 | | 171 | 95.7 | |
| 1 Eng: Turbine | 7,776 | 68.9 | | 7,990 | 67.1 | | 15,766 | 68.0 | |
| Multi-Eng: Turbine | 53,153 | 51.7 | | 3,616 | 44.7 | | 56,769 | 49.6 | |
| Turbine: Total | 60,929 | 41.9 | | 11,607 | 49.0 | | 72,536 | 38.4 | |
| Rotocraft: Total | 61,026 | 44.4 | | 11,681 | 51.6 | | 72,707 | 40.6 | |
| Other Aircraft | | | | | | | | | |
| Gliders | 15 | 106.7 | | 0 | | | 15 | 106.7 | |
| Lighter-than-air | 610 | 115.2 | | 116 | 61.4 | | 726 | 100.3 | |
| Other aircraft: Total | 625 | 112.8 | | 116 | 61.7 | | 742 | 98.7 | |

**Table 4.3 2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN UNDER IMC CONDITIONS BY DAY/NIGHT
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| AIRCRAFT TYPE | IMC DAY | | | IMC NIGHT | | | IMC TOTAL | | |
|---------------------|----------------|------------------------------|--|----------------|------------------------------|--|----------------|------------------------------|--|
| | Hours Flown | Percent Standard Error | | Hours Flown | Percent Standard Error | | Hours Flown | Percent Standard Error | |
| Experimental | | | | | | | | | |
| Amateur: | 20,561 | 38.2 | | 5,861 | 56.4 | | 26,422 | 36.9 | |
| Exhibition: | 1,868 | 53.1 | | 0 | | | 1,868 | 53.1 | |
| Other: | 22,687 | 17.2 | | 11,273 | 24.5 | | 33,960 | 18.4 | |
| Experimental: Total | 45,117 | 25.1 | | 17,134 | 39.9 | | 62,251 | 26.8 | |
| Total All Aircraft | 2,553,767 | 3.6 | | 900,326 | 5.1 | | 3,454,093 | 3.5 | |

Note: Row and column summations may differ from printed totals due to estimation procedures.

* Percent Standard Error of 100% or greater.

**Table 4.4 2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN BY DAY/NIGHT
BY FAA REGION "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| REGION | DAY TOTAL | | | NIGHT TOTAL | | |
|-----------------|----------------|------------------------------|--|----------------|------------------------------|--|
| | Hours Flown | Percent Standard Error | | Hours Flown | Percent Standard Error | |
| Alaskan | 652,419 | 6.3 | | 39,561 | 15.0 | |
| Central | 1,439,092 | 4.6 | | 205,842 | 6.4 | |
| Eastern | 3,002,142 | 4.2 | | 473,335 | 6.8 | |
| Great Lakes | 4,393,643 | 3.7 | | 756,162 | 7.2 | |
| New England | 841,231 | 4.4 | | 147,157 | 10.1 | |
| Northwest Mt. | 2,767,568 | 4.7 | | 296,625 | 9.0 | |
| Southern | 4,905,939 | 3.7 | | 909,891 | 7.5 | |
| Southwestern | 4,520,758 | 4.0 | | 656,379 | 8.7 | |
| Western-Pacific | 4,230,334 | 4.1 | | 736,782 | 9.1 | |
| Total | 26,753,127 | 1.4 | | 4,221,734 | 2.9 | |

Note: Row and column summations may differ from printed totals due to estimation procedures.

* Percent Standard Error of 100% or greater.

**Table 4.5 2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN UNDER VMC CONDITIONS BY DAY/NIGHT
BY FAA REGION "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| REGION | VMC DAY | | | VMC NIGHT | | | VMC TOTAL | | |
|-----------------|----------------|------------------------------|--|----------------|------------------------------|--|----------------|------------------------------|--|
| | Hours Flown | Percent Standard Error | | Hours Flown | Percent Standard Error | | Hours Flown | Percent Standard Error | |
| Alaskan | 623,030 | 6.2 | | 37,641 | 16.3 | | 660,671 | 6.2 | |
| Central | 1,256,089 | 4.8 | | 168,442 | 7.0 | | 1,424,532 | 4.8 | |
| Eastern | 2,507,515 | 4.5 | | 354,242 | 7.1 | | 2,861,757 | 4.6 | |
| Great Lakes | 3,785,431 | 4.0 | | 566,355 | 6.9 | | 4,351,786 | 4.0 | |
| New England | 702,974 | 4.6 | | 102,073 | 8.3 | | 805,048 | 4.6 | |
| Northwest Mt. | 2,472,645 | 4.8 | | 236,855 | 8.3 | | 2,709,500 | 4.7 | |
| Southern | 4,070,683 | 3.8 | | 723,617 | 8.5 | | 4,794,300 | 3.9 | |
| Southwestern | 3,916,341 | 4.3 | | 526,150 | 8.0 | | 4,442,491 | 4.4 | |
| Western-Pacific | 3,876,668 | 4.5 | | 560,742 | 8.9 | | 4,437,410 | 4.5 | |
| Total | 23,211,377 | 1.5 | | 3,276,118 | 3.0 | | 26,487,494 | 1.5 | |

Note: Row and column summations may differ from printed totals due to estimation procedures.

* Percent Standard Error of 100% or greater.

**Table 4.6 2000 GENERAL AVIATION AND AIR TAXI TOTAL HOURS FLOWN UNDER IMC CONDITIONS BY DAY/NIGHT
BY FAA REGION "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| REGION | IMC DAY | | | IMC NIGHT | | | IMC TOTAL | | |
|-----------------|----------------|------------------------------|--|----------------|------------------------------|--|----------------|------------------------------|--|
| | Hours Flown | Percent Standard Error | | Hours Flown | Percent Standard Error | | Hours Flown | Percent Standard Error | |
| Alaskan | 10,727 | 31.8 | | 5,051 | 51.3 | | 15,778 | 35.7 | |
| Central | 125,755 | 9.0 | | 40,886 | 11.3 | | 166,641 | 8.7 | |
| Eastern | 400,147 | 11.2 | | 119,465 | 13.2 | | 519,612 | 10.5 | |
| Great Lakes | 447,917 | 6.6 | | 186,505 | 10.4 | | 634,422 | 7.1 | |
| New England | 107,794 | 10.1 | | 42,050 | 19.5 | | 149,844 | 10.4 | |
| Northwest Mt. | 186,367 | 13.8 | | 50,684 | 19.9 | | 237,051 | 13.4 | |
| Southern | 593,210 | 8.7 | | 219,571 | 11.7 | | 812,781 | 8.7 | |
| Southwestern | 404,477 | 11.9 | | 119,172 | 16.7 | | 523,649 | 11.0 | |
| Western-Pacific | 277,375 | 9.5 | | 116,940 | 18.9 | | 394,315 | 10.0 | |
| Total | 2,553,767 | 3.6 | | 900,326 | 5.1 | | 3,454,093 | 3.5 | |

Note: Row and column summations may differ from printed totals due to estimation procedures.

* Percent Standard Error of 100% or greater.

**4.7 2000 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN
BY FLIGHT PLAN BY AIRCRAFT TYPE
"INCLUDES AIR TAXI AIRCRAFT EXCLUDES COMMUTER AIRCRAFT"**

| AIRCRAFT TYPE | IFR FLIGHT PLANS | | | | VFR FLIGHT PLANS | | | |
|---------------------|------------------------------|------------------------------|----------------|------------------------------|------------------------------|------------------------------|----------------|------------------------------|
| | Number Active Aircraft | Percent Standard Error | Hours Flown | Percent Standard Error | Number Active Aircraft | Percent Standard Error | Hours Flown | Percent Standard Error |
| Fixed Wing | | | | | | | | |
| Fixed Wing - Piston | | | | | | | | |
| 1 Eng: 1-3 Seats | 25,157 | 4.4 | 297,984 | 7.1 | 39,894 | 2.8 | 4,432,346 | 3.9 |
| 1 Eng: 4+ Seats | 70,293 | 4.5 | 4,270,084 | 3.3 | 83,386 | 3.6 | 6,650,450 | 3.4 |
| 1 Engine: Total | 95,450 | 4.3 | 4,568,068 | 2.9 | 123,281 | 3.2 | 11,082,797 | 2.5 |
| 2 Eng: 1-6 Seats | 12,892 | 2.7 | 1,081,298 | 5.3 | 8,120 | 4.9 | 475,027 | 9.7 |
| 2 Eng: 7+ Seats | 6,323 | 2.1 | 870,923 | 5.5 | 3,966 | 3.8 | 325,631 | 12.6 |
| 2 Engine: Total | 19,214 | 2.4 | 1,952,221 | 4.0 | 12,086 | 4.4 | 800,659 | 8.0 |
| Piston: Other | 91 | 2.4 | 11,333 | 40.9 | 100 | 2.2 | 15,707 | 39.4 |
| Piston: Total | 114,755 | 4.0 | 6,531,622 | 2.4 | 135,466 | 3.3 | 11,899,162 | 2.4 |

**4.7 2000 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN
BY FLIGHT PLAN BY AIRCRAFT TYPE
"INCLUDES AIR TAXI AIRCRAFT EXCLUDES COMMUTER AIRCRAFT"**

| AIRCRAFT TYPE | IFR FLIGHT PLANS | | | | VFR FLIGHT PLANS | | | |
|------------------------|------------------------------|------------------------------|----------------|------------------------------|------------------------------|------------------------------|----------------|------------------------------|
| | Number Active Aircraft | Percent Standard Error | Hours Flown | Percent Standard Error | Number Active Aircraft | Percent Standard Error | Hours Flown | Percent Standard Error |
| Fixed Wing - Turboprop | | | | | | | | |
| 1 Engine: Total | 559 | 1.5 | 149,052 | 10.1 | 511 | 1.7 | 93,997 | 11.4 |
| 2 Eng: 1-12 Seats | 3,812 | 0.9 | 872,286 | 4.4 | 1,488 | 4.2 | 83,687 | 15.3 |
| 2 Eng: 13+ Seats | 1,178 | 1.7 | 209,908 | 13.5 | 772 | 3.8 | 430,110 | 17.5 |
| 2 Engine: Total | 4,990 | 1.1 | 1,082,195 | 4.4 | 2,259 | 4.0 | 513,797 | 13.4 |
| Turboprop: Other | 45 | 2.0 | 25,652 | 56.4 | 20 | 3.6 | 4 | 116.2 |
| Turboprop: Total | 5,593 | 1.2 | 1,256,899 | 4.1 | 2,791 | 3.5 | 607,798 | 10.9 |
| Fixed Wing - Turbojet | | | | | | | | |
| 2 Engine Turbojet | 6,174 | 1.3 | 2,233,028 | 3.5 | 1,117 | 9.0 | 14,655 | 29.2 |
| Turbojet: Other | 745 | 2.1 | 392,228 | 14.7 | 292 | 5.7 | 10,932 | 29.2 |
| Turbojet: Total | 6,920 | 1.4 | 2,625,256 | 3.7 | 1,409 | 8.4 | 25,588 | 21.5 |
| Fixed Wing: Total | 127,268 | 3.8 | 10,413,778 | 2.4 | 139,666 | 3.4 | 12,532,548 | 2.4 |

**4.7 2000 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN
BY FLIGHT PLAN BY AIRCRAFT TYPE
"INCLUDES AIR TAXI AIRCRAFT EXCLUDES COMMUTER AIRCRAFT"**

| AIRCRAFT TYPE | IFR FLIGHT PLANS | | | | VFR FLIGHT PLANS | | | |
|-----------------------|------------------------------|------------------------------|----------------|------------------------------|------------------------------|------------------------------|----------------|------------------------------|
| | Number Active Aircraft | Percent Standard Error | Hours Flown | Percent Standard Error | Number Active Aircraft | Percent Standard Error | Hours Flown | Percent Standard Error |
| Rotorcraft | | | | | | | | |
| Piston | 1,483 | 4.0 | 21,655 | 42.0 | 2,424 | 2.6 | 399,549 | 8.5 |
| 1 Eng: Turbine | 1,715 | 3.7 | 56,689 | 28.8 | 3,450 | 1.7 | 1,228,315 | 5.0 |
| Multi-Eng: Turbine | 387 | 3.9 | 86,172 | 34.7 | 559 | 2.8 | 265,293 | 15.4 |
| Turbine: Total | 2,102 | 3.8 | 142,862 | 22.7 | 4,009 | 1.9 | 1,493,608 | 4.9 |
| Rotocraft: Total | 3,585 | 3.9 | 164,516 | 21.5 | 6,434 | 2.2 | 1,893,156 | 4.6 |
| Other Aircraft | | | | | | | | |
| Gliders | 1,803 | 2.6 | 261 | 15.6 | 2,018 | 2.2 | 137,780 | 10.2 |
| Lighter-than-air | 3,237 | 3.3 | 13,754 | 49.7 | 4,576 | 2.2 | 199,187 | 19.7 |
| Other aircraft: Total | 5,040 | 3.0 | 14,015 | 49.1 | 6,595 | 2.2 | 336,967 | 12.5 |

**4.7 2000 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN
BY FLIGHT PLAN BY AIRCRAFT TYPE
"INCLUDES AIR TAXI AIRCRAFT EXCLUDES COMMUTER AIRCRAFT"**

| AIRCRAFT TYPE | IFR FLIGHT PLANS | | | | VFR FLIGHT PLANS | | | |
|---------------------|------------------------------|------------------------------|----------------|------------------------------|------------------------------|------------------------------|----------------|------------------------------|
| | Number Active Aircraft | Percent Standard Error | Hours Flown | Percent Standard Error | Number Active Aircraft | Percent Standard Error | Hours Flown | Percent Standard Error |
| Experimental | | | | | | | | |
| Amateur: | 10,818 | 8.6 | 151,412 | 19.0 | 15,450 | 6.4 | 646,310 | 9.4 |
| Exhibition: | 1,544 | 3.0 | 24,411 | 21.2 | 1,844 | 2.4 | 75,637 | 11.4 |
| Other: | 1,319 | 2.4 | 136,965 | 15.0 | 1,255 | 2.5 | 103,798 | 21.3 |
| Experimental: Total | 13,680 | 6.8 | 312,787 | 17.6 | 18,550 | 5.2 | 825,745 | 8.7 |
| Total All Aircraft | 149,572 | 4.0 | 10,905,097 | 2.4 | 171,244 | 3.4 | 15,588,416 | 2.2 |

**Table 4.7 2000 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN
BY FLIGHT PLAN BY AIRCRAFT TYPE
"INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| AIRCRAFT TYPE | NO FLIGHT PLANS | | | | TOTAL FLIGHT PLANS | | | |
|---------------------|------------------------------|------------------------------|----------------|------------------------------|------------------------------|------------------------------|----------------|------------------------------|
| | Number Active Aircraft | Percent Standard Error | Hours Flown | Percent Standard Error | Number Active Aircraft | Percent Standard Error | Hours Flown | Percent Standard Error |
| Fixed Wing | | | | | | | | |
| Fixed Wing - Piston | | | | | | | | |
| 1 Eng: 1-3 Seats | 26,746 | 4.2 | 592,817 | 6.2 | 42,147 | 2.6 | 5,323,111 | 3.6 |
| 1 Eng: 4+ Seats | 57,582 | 5.5 | 2,553,077 | 4.0 | 107,275 | 2.1 | 13,474,005 | 2.3 |
| 1 Engine: Total | 84,328 | 3.8 | 3,145,894 | 2.9 | 149,422 | 0.0 | 18,797,317 | 1.7 |
| 2 Eng: 1-6 Seats | 8,247 | 4.9 | 421,771 | 6.3 | 14,079 | 2.2 | 1,978,166 | 4.0 |
| 2 Eng: 7+ Seats | 3,515 | 4.2 | 197,186 | 8.1 | 6,873 | 1.7 | 1,393,777 | 4.5 |
| 2 Engine: Total | 11,762 | 3.7 | 618,957 | 4.5 | 20,951 | 2.0 | 3,371,942 | 2.8 |
| Piston: Other | 40 | 4.0 | 1,427 | 69.6 | 140 | 1.7 | 28,467 | 38.5 |
| Piston: Total | 96,130 | 3.8 | 3,766,278 | 2.5 | 170,513 | 0.0 | 22,197,726 | 1.5 |

**Table 4.7 2000 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN
BY FLIGHT PLAN BY AIRCRAFT TYPE
"INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| AIRCRAFT TYPE | NO FLIGHT PLANS | | | | TOTAL FLIGHT PLANS | | | |
|------------------------|------------------------------|------------------------------|----------------|------------------------------|------------------------------|------------------------------|----------------|------------------------------|
| | Number Active Aircraft | Percent Standard Error | Hours Flown | Percent Standard Error | Number Active Aircraft | Percent Standard Error | Hours Flown | Percent Standard Error |
| Fixed Wing - Turboprop | | | | | | | | |
| 1 Engine: Total | 439 | 2.1 | 35,282 | 11.8 | 678 | 1.0 | 278,341 | 5.6 |
| 2 Eng: 1-12 Seats | 1,266 | 4.7 | 88,984 | 9.5 | 3,862 | 0.8 | 1,044,980 | 3.7 |
| 2 Eng: 13+ Seats | 411 | 6.6 | 42,297 | 24.5 | 1,178 | 1.7 | 682,367 | 9.1 |
| 2 Engine: Total | 1,678 | 4.8 | 131,280 | 9.0 | 5,040 | 0.0 | 1,727,347 | 4.0 |
| Turboprop: Other | 0 | 0 | 0 | 0 | 45 | 2.0 | 25,657 | 56.4 |
| Turboprop: Total | 2,117 | 4.2 | 166,562 | 7.4 | 5,762 | 1.0 | 2,031,345 | 3.4 |
| Fixed Wing - Turbojet | | | | | | | | |
| 2 Engine Turbojet | 581 | 13.1 | 90,489 | 43.7 | 6,215 | 1.2 | 2,338,196 | 3.5 |
| Turbojet: Other | 190 | 7.6 | 13,824 | 106.9 | 786 | 1.9 | 416,997 | 14.7 |
| Turbojet: Total | 772 | 11.4 | 104,312 | 38.7 | 7,001 | 1.3 | 2,755,192 | 3.6 |
| Fixed Wing: Total | 99,019 | 3.9 | 4,037,153 | 2.6 | 183,276 | 2.2 | 26,984,264 | 1.4 |

**Table 4.7 2000 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN
BY FLIGHT PLAN BY AIRCRAFT TYPE
"INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| AIRCRAFT TYPE | NO FLIGHT PLANS | | | | TOTAL FLIGHT PLANS | | | |
|-----------------------|------------------------------|------------------------------|----------------|------------------------------|------------------------------|------------------------------|----------------|------------------------------|
| | Number Active Aircraft | Percent Standard Error | Hours Flown | Percent Standard Error | Number Active Aircraft | Percent Standard Error | Hours Flown | Percent Standard Error |
| Rotorcraft | | | | | | | | |
| Piston | 1,917 | 3.3 | 109,584 | 9.8 | 2,680 | 2.3 | 530,803 | 7.4 |
| 1 Eng: Turbine | 2,003 | 3.3 | 138,962 | 13.9 | 3,776 | 1.5 | 1,424,015 | 4.7 |
| Multi-Eng: Turbine | 157 | 7.1 | 1,993 | 45.8 | 694 | 2.1 | 353,464 | 12.1 |
| Turbine: Total | 2,160 | 2.9 | 140,955 | 12.4 | 4,470 | 1.6 | 1,777,479 | 3.9 |
| Rotorcraft: Total | 4,077 | 2.5 | 250,539 | 7.7 | 7,150 | 1.9 | 2,308,282 | 3.4 |
| Other Aircraft | | | | | | | | |
| Gliders | 1,826 | 2.5 | 19,330 | 19.8 | 2,041 | 2.2 | 157,379 | 10.0 |
| Lighter-than-air | 3,194 | 3.3 | 3,824 | 37.6 | 4,660 | 2.1 | 216,774 | 19.7 |
| Other aircraft: Total | 5,020 | 1.8 | 23,154 | 14.9 | 6,700 | 2.1 | 374,153 | 10.0 |

**Table 4.7 2000 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT AND TOTAL HOURS FLOWN
BY FLIGHT PLAN BY AIRCRAFT TYPE
"INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| AIRCRAFT TYPE | NO FLIGHT PLANS | | | | TOTAL FLIGHT PLANS | | | |
|---------------------|------------------------------|------------------------------|----------------|------------------------------|------------------------------|------------------------------|----------------|------------------------------|
| | Number Active Aircraft | Percent Standard Error | Hours Flown | Percent Standard Error | Number Active Aircraft | Percent Standard Error | Hours Flown | Percent Standard Error |
| Experimental | | | | | | | | |
| Amateur: | 10,834 | 8.6 | 108,184 | 20.9 | 16,739 | 5.9 | 905,938 | 8.2 |
| Exhibition: | 1,518 | 3.1 | 14,043 | 17.7 | 1,973 | 2.2 | 114,095 | 10.6 |
| Other: | 995 | 3.2 | 45,923 | 17.6 | 1,694 | 1.6 | 286,693 | 10.2 |
| Experimental: Total | 13,348 | 3.7 | 168,150 | 11.3 | 20,407 | 4.7 | 1,306,727 | 5.3 |
| Total All Aircraft | 121,463 | 3.7 | 4,478,995 | 2.4 | 217,533 | 2.4 | 30,973,425 | 1.3 |

CHAPTER V

FUEL CONSUMPTION

**Table 5.1 2000 GENERAL AVIATION TOTAL FUEL CONSUMED AND AVERAGE FUEL CONSUMPTION RATE
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| AIRCRAFT TYPE | Average Rate GPH | Estimated Fuel Use (mil gal) | Percent Standard Error |
|---------------------|------------------------|------------------------------------|------------------------------|
| Fixed Wing | | | |
| Fixed Wing - Piston | | | |
| 1 Eng: 1-3 Seats | 9.4 | 50.0 | 3.6 |
| 1 Eng: 4+ Seats | 11.4 | 153.6 | 2.3 |
| 1 Engine: Total | 10.8 | 203.7 | 1.8 |
| 2 Eng: 1-6 Seats | 26.6 | 52.6 | 4.0 |
| 2 Eng: 7+ Seats | 35.1 | 48.9 | 4.5 |
| 2 Engine: Total | 29.4 | 101.5 | 3.3 |
| Piston: Other | 238.7 | 6.8 | 38.5 |
| Piston: Total | 13.3 | 312.0 | 2.6 |

**Table 5.1 2000 GENERAL AVIATION TOTAL FUEL CONSUMED AND AVERAGE FUEL CONSUMPTION RATE
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| AIRCRAFT TYPE | Average Rate GPH | Estimated Fuel Use (mil gal) | Percent Standard Error |
|------------------------|------------------------|------------------------------------|------------------------------|
| Fixed Wing - Turboprop | | | |
| 1 Engine: Total | 54.4 | 15.1 | 5.6 |
| 2 Eng: 1-12 Seats | 84.8 | 88.6 | 3.7 |
| 2 Eng: 13+ Seats | 110.4 | 75.3 | 9.1 |
| 2 Engine: Total | 90.8 | 164.0 | 4.6 |
| Turboprop: Other | 54.4 | 1.4 | 56.4 |
| Turboprop: Total | 86.2 | 180.5 | 4.1 |
| Fixed Wing - Turbojet | | | |
| 2 Engine Turbojet | 263.2 | 615.4 | 3.5 |
| Turbojet: Other | 362.1 | 151.0 | 14.7 |
| Turbojet: Total | 274.3 | 766.4 | 4.3 |
| Fixed Wing: Total | 25.6 | 1,258.9 | 4.6 |

**Table 5.1 2000 GENERAL AVIATION TOTAL FUEL CONSUMED AND AVERAGE FUEL CONSUMPTION RATE
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| AIRCRAFT TYPE | Average Rate GPH | Estimated Fuel Use (mil gal) | Percent Standard Error |
|-----------------------|------------------------|------------------------------------|------------------------------|
| Rotorcraft | | | |
| Piston | 15.1 | 8.0 | 7.4 |
| 1 Eng: Turbine | 26.0 | 37.0 | 4.7 |
| Multi-Eng: Turbine | 40.2 | 14.2 | 12.1 |
| Turbine: Total | 28.2 | 51.2 | 4.8 |
| Rotorcraft: Total | 23.3 | 59.3 | 4.9 |
| Other Aircraft | | | |
| Gliders | 0.0 | 0.0 | |
| Lighter-than-air | 0.0 | 0.0 | |
| Other aircraft: Total | 0.0 | 0.0 | |

**Table 5.1 2000 GENERAL AVIATION TOTAL FUEL CONSUMED AND AVERAGE FUEL CONSUMPTION RATE
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| AIRCRAFT TYPE | Average Rate GPH | Estimated Fuel Use (mil gal) | Percent Standard Error |
|---------------------|------------------------|------------------------------------|------------------------------|
| Experimental | | | |
| Amateur: | 13.2 | 11.8 | 8.4 |
| Exhibition: | 13.2 | 0.9 | 12.4 |
| Other: | 13.2 | 3.6 | 11.2 |
| Experimental: Total | 13.2 | 16.3 | 7.9 |
| Total All Aircraft | 24.3 | 1,334.4 | 4.5 |

Note: Row and column summations may differ from printed totals due to estimation procedures.

CHAPTER VI

AIRFRAME HOURS

**Table 6.1 2000 GENERAL AVIATIONS AND AIR TAXI TOTAL AND AVERAGE AIRFRAME HOURS PER ALL AIRCRAFT
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| AIRCRAFT TYPE | Aircraft Population Size | Estimate of Number Active | Percent Standard Error | Estimate of Percent Active | Percent Standard Error | Estimate of Total Airframe Hours | Percent Standard Error | Estimate of Average Airframe Hours | Percent Standard Error |
|---------------------|--------------------------------|---------------------------------|------------------------------|----------------------------------|------------------------------|---|------------------------------|---|------------------------------|
| Fixed Wing | | | | | | | | | |
| Fixed Wing - Piston | | | | | | | | | |
| 1 Eng: 1-3 Seats | 67,257 | 42,147 | 2.6 | 62.7 | 2.6 | 318,265,574 | 2.6 | 4,732.1 | 2.6 |
| 1 Eng: 4+ Seats | 125,474 | 107,275 | 2.1 | 85.5 | 2.1 | 518,192,198 | 2.7 | 4,129.9 | 2.7 |
| 1 Engine: Total | 192,730 | 149,422 | 2.3 | 77.5 | 2.3 | 836,457,771 | 1.9 | 4,340.0 | 1.9 |
| 2 Eng: 1-6 Seats | 17,174 | 14,079 | 2.2 | 82.0 | 2.2 | 75,037,111 | 4.2 | 4,369.2 | 4.2 |
| 2 Eng: 7+ Seats | 8,525 | 6,873 | 1.7 | 80.6 | 1.7 | 51,441,359 | 4.0 | 6,034.2 | 4.0 |
| 2 Engine: Total | 25,699 | 20,951 | 2.0 | 81.5 | 2.0 | 126,478,470 | 3.0 | 4,921.5 | 3.0 |
| Piston: Other | 307 | 140 | 1.7 | 45.5 | 1.7 | 6,591,221 | 9.1 | 21,469.8 | 9.1 |
| Piston: Total | 218,737 | 170,513 | 2.3 | 78.0 | 2.3 | 969,527,462 | 1.7 | 4,432.4 | 1.7 |

Table 6.1 **2000 GENERAL AVIATIONS AND AIR TAXI TOTAL AND AVERAGE AIRFRAME HOURS PER ALL AIRCRAFT**
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

| AIRCRAFT TYPE | Aircraft Population Size | Estimate of Number Active | Percent Standard Error | Estimate of Percent Active | Percent Standard Error | Estimate of Total Airframe Hours | Percent Standard Error | Estimate of Average Airframe Hours | Percent Standard Error |
|-------------------------------|--------------------------------|---------------------------------|------------------------------|----------------------------------|------------------------------|---|------------------------------|---|------------------------------|
| Fixed Wing - Turboprop | | | | | | | | | |
| 1 Engine: Total | 792 | 678 | 1.0 | 85.6 | 1.0 | 4,726,738 | 19.6 | 5,968.1 | 19.6 |
| 2 Eng: 1-12 Seats | 4,131 | 3,862 | 0.8 | 93.5 | 0.8 | 27,262,382 | 6.4 | 6,599.5 | 6.4 |
| 2 Eng: 13+ Seats | 1,351 | 1,178 | 1.7 | 87.2 | 1.7 | 17,279,108 | 8.7 | 12,789.9 | 8.7 |
| 2 Engine: Total | 5,483 | 5,040 | 1.0 | 91.9 | 1.0 | 44,541,490 | 5.2 | 8,123.6 | 5.2 |
| Turboprop: Other | 97 | 45 | 2.0 | 46.0 | 2.0 | 1,873,998 | 6.2 | 19,319.6 | 6.2 |
| Turboprop: Total | 6,372 | 5,762 | 1.0 | 90.4 | 1.0 | 51,142,225 | 4.9 | 8,026.1 | 4.9 |
| Fixed Wing - Turbojet | | | | | | | | | |
| 2 Engine Turbojet | 6,777 | 6,215 | 1.2 | 91.7 | 1.2 | 37,355,610 | 6.5 | 5,512.1 | 6.5 |
| Turbojet: Other | 987 | 786 | 1.9 | 79.6 | 1.9 | 4,338,066 | 9.4 | 4,395.2 | 9.4 |
| Turbojet: Total | 7,764 | 7,001 | 1.3 | 90.2 | 1.3 | 41,693,677 | 5.8 | 5,370.1 | 5.8 |
| Fixed Wing: Total | 232,872 | 183,276 | 2.2 | 78.7 | 2.2 | 1,062,363,365 | 1.6 | 4,562.0 | 1.6 |

**Table 6.1 2000 GENERAL AVIATIONS AND AIR TAXI TOTAL AND AVERAGE AIRFRAME HOURS PER ALL AIRCRAFT
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| AIRCRAFT TYPE | Aircraft Population Size | Estimate of Number Active | Percent Standard Error | Estimate of Percent Active | Percent Standard Error | Estimate of Total Airframe Hours | Percent Standard Error | Estimate of Average Airframe Hours | Percent Standard Error |
|-----------------------|--------------------------------|---------------------------------|------------------------------|----------------------------------|------------------------------|---|------------------------------|---|------------------------------|
| Rotorcraft | | | | | | | | | |
| Piston | 4,396 | 2,680 | 2.3 | 61.0 | 2.3 | 27,321,285 | 9.0 | 6,215.0 | 9.0 |
| 1 Eng: Turbine | 4,824 | 3,776 | 1.5 | 78.3 | 1.5 | 31,411,269 | 5.3 | 6,511.5 | 5.3 |
| Multi-Eng: Turbine | 1,056 | 694 | 2.1 | 65.7 | 2.1 | 7,572,326 | 9.6 | 7,170.8 | 9.6 |
| Turbine: Total | 5,880 | 4,470 | 1.6 | 76.0 | 1.6 | 38,983,595 | 4.6 | 6,629.9 | 4.6 |
| Rotorcraft: Total | 10,277 | 7,150 | 1.9 | 69.6 | 1.9 | 66,304,880 | 4.6 | 6,451.8 | 4.6 |
| Other Aircraft | | | | | | | | | |
| Gliders | 3,043 | 2,041 | 2.2 | 67.1 | 2.2 | 5,912,470 | 14.9 | 1,943.0 | 14.9 |
| Lighter-than-air | 6,997 | 4,660 | 2.1 | 66.6 | 2.1 | 2,790,195 | 15.9 | 398.8 | 15.9 |
| Other aircraft: Total | 10,040 | 6,700 | 2.1 | 66.7 | 2.1 | 8,702,665 | 11.5 | 866.8 | 11.5 |

**Table 6.1 2000 GENERAL AVIATIONS AND AIR TAXI TOTAL AND AVERAGE AIRFRAME HOURS PER ALL AIRCRAFT
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| AIRCRAFT TYPE | Aircraft Population Size | Estimate of Number Active | Percent Standard Error | Estimate of Percent Active | Percent Standard Error | Estimate of Total Airframe Hours | Percent Standard Error | Estimate of Average Airframe Hours | Percent Standard Error |
|---------------------|--------------------------------|---------------------------------|------------------------------|----------------------------------|------------------------------|---|------------------------------|---|------------------------------|
| Experimental | | | | | | | | | |
| Amateur: | 31,994 | 16,739 | 5.9 | 52.3 | 5.9 | 18,359,212 | 5.7 | 573.8 | 5.7 |
| Exhibition: | 2,806 | 1,973 | 2.2 | 70.3 | 2.2 | 7,660,222 | 7.6 | 2,729.9 | 7.6 |
| Other: | 2,280 | 1,694 | 1.6 | 74.3 | 1.6 | 12,360,356 | 12.7 | 5,421.2 | 12.7 |
| Experimental: Total | 37,081 | 20,407 | 4.7 | 55.0 | 4.7 | 38,379,791 | 9.0 | 1,035.0 | 9.0 |
| Total All Aircraft | 290,269 | 217,533 | 2.4 | 74.9 | 2.4 | 1,175,750,700 | 1.5 | 4,050.6 | 1.5 |

Note: Row and column summations may differ from printed totals due to estimation procedures.

* Percent Standard Error of 100% or greater.

CHAPTER VII

LANDING GEAR SYSTEMS

Table 7.1

**2000 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, AND TOTAL NUMBER OF AIRCRAFT
WITH A FIXED OR RETRACTABLE LANDING GEAR SYSTEM
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| AIRCRAFT TYPE | Aircraft Population Size | Estimate of Number Active | Percent Standard Error | Estimate of Active Aircraft w/ Fixed Landing Gear | Percent Standard Error | Estimate of Percent Active Aircraft w/ Fixed Landing Gear | Estimate of Active Aircraft w/ Retractable Landing Gear | Percent Standard Error |
|------------------------|--------------------------------|---------------------------------|------------------------------|--|------------------------------|---|--|------------------------------|
| Fixed Wing | | | | | | | | |
| Fixed Wing - Piston | | | | | | | | |
| 1 Eng: 1-3 Seats | 67,257 | 42,147 | 2.6 | 39,271 | 0.8 | 94.2 | 2,426 | 13.8 |
| 1 Eng: 4+ Seats | 125,474 | 107,275 | 2.1 | 68,388 | 3.8 | 63.8 | 38,887 | 6.7 |
| 1 Engine: Total | 192,730 | 149,422 | 2.3 | 108,109 | 2.7 | 72.4 | 41,312 | 7.1 |
| 2 Eng: 1-6 Seats | 17,174 | 14,079 | 2.2 | 225 | 37.2 | 1.6 | 13,853 | 0.6 |
| 2 Eng: 7+ Seats | 8,525 | 6,873 | 1.7 | 92 | 30.4 | 1.3 | 6,781 | 0.4 |
| 2 Engine: Total | 25,699 | 20,951 | 2 | 317 | 34.1 | 1.5 | 20,634 | 0.5 |
| Piston: Other | 307 | 140 | 1.7 | 16 | 5.3 | 11.6 | 123 | 0.7 |
| Piston: Total | 218,737 | 170,513 | 2.3 | 108,443 | 3.3 | 63.6 | 62,070 | 5.7 |
| Fixed Wing - Turboprop | | | | | | | | |
| 1 Engine: Total | 792 | 678 | 1 | 524 | 1.3 | 77.2 | 154 | 4.1 |
| 2 Eng: 1-12 Seats | 4,131 | 3,862 | 0.8 | 43 | 30.2 | 1.1 | 3,818 | 0.3 |
| 2 Eng: 13+ Seats | 1,351 | 1,178 | 1.7 | 69 | 18.1 | 5.9 | 1,109 | 1.1 |
| 2 Engine: Total | 5,483 | 5,040 | 1 | 112 | 22.6 | 2.2 | 4,927 | 0.5 |
| Turboprop: Other | 97 | 45 | 2 | 0 | | 0 | 45 | 0 |
| Turboprop: Total | 6,372 | 5,762 | 1 | 636 | 9.1 | 11 | 5,126 | 1.1 |

Table 7.1

**2000 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, AND TOTAL NUMBER OF AIRCRAFT
WITH A FIXED OR RETRACTABLE LANDING GEAR SYSTEM
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| AIRCRAFT TYPE | Aircraft Population Size | Estimate of Number Active | Percent Standard Error | Estimate of Active Aircraft w/ Fixed Landing Gear | Percent Standard Error | Estimate of Active Aircraft w/ Retractable Landing Gear | Percent Standard Error | Estimate of Active Aircraft w/ Retractable Landing Gear | Percent Standard Error |
|------------------------------|--------------------------------|---------------------------------|------------------------------|--|------------------------------|--|------------------------------|--|------------------------------|
| Fixed Wing - Turbojet | | | | | | | | | |
| 2 Engine Turbojet | 6,777 | 6,215 | 1.2 | 166 | 24.3 | 2.7 | 24.3 | 6,049 | 0.7 |
| Turbojet: Other | 987 | 786 | 1.9 | 190 | 6.7 | 24.2 | 6.7 | 596 | 2.1 |
| Turbojet: Total | 7,764 | 7,001 | 1.3 | 357 | 17.3 | 5.1 | 17.3 | 6,645 | 0.9 |
| Fixed Wing: Total | 232,872 | 183,276 | 2.2 | 109,435 | 3.5 | 59.7 | 3.5 | 73,841 | 5.2 |
| Rotorcraft | | | | | | | | | |
| Piston | 4,396 | 2,680 | 2.3 | 2,621 | 0.4 | 97.8 | 0.4 | 59 | 19.1 |
| 1 Eng: Turbine | 4,824 | 3,776 | 1.5 | 3,750 | 0.2 | 99.3 | 0.2 | 26 | 33.3 |
| Multi-Eng: Turbine | 1,056 | 694 | 2.1 | 389 | 2.6 | 56 | 2.6 | 305 | 3.3 |
| Turbine: Total | 5,880 | 4,470 | 1.6 | 4,138 | 0.8 | 92.6 | 0.8 | 332 | 9.9 |
| Rotorcraft: Total | 10,277 | 7,150 | 1.9 | 6,760 | 0.7 | 94.5 | 0.7 | 390 | 11.7 |
| Other Aircraft | | | | | | | | | |
| Gliders | 3,043 | 2,041 | 2.2 | 1,111 | 2.8 | 54.4 | 2.8 | 930 | 3.4 |
| Lighter-than-air | 6,997 | 4,660 | 2.1 | 4,648 | 0.3 | 99.8 | 0.1 | 11 | 61.3 |
| Other aircraft: Total | 10,040 | 6,700 | 2.1 | 5,759 | 1.2 | 86 | 1.2 | 941 | 7.5 |

Table 7.1

**2000 GENERAL AVIATION AND AIR TAXI POPULATION SIZE, ACTIVE AIRCRAFT, AND TOTAL NUMBER OF AIRCRAFT
WITH A FIXED OR RETRACTABLE LANDING GEAR SYSTEM
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| AIRCRAFT TYPE | Aircraft Population Size | Estimate of | | Estimate of | | Estimate of | | Estimate of | | Estimate of | |
|---------------------|--------------------------------|------------------|------------------------------|---|------------------------------|---|------------------------------|---|------------------------------|---|------------------------------|
| | | Number Active | Percent Standard Error | Active Aircraft w/ Fixed Landing Gear | Percent Standard Error | Active Aircraft w/ Fixed Landing Gear | Percent Standard Error | Active Aircraft w/ Retractable Landing Gear | Percent Standard Error | Active Aircraft w/ Retractable Landing Gear | Percent Standard Error |
| Experimental | | | | | | | | | | | |
| Amateur: | 31,994 | 16,739 | 5.9 | 13,545 | 3 | 80.9 | 3 | 3,194 | 12.8 | 19.1 | 12.8 |
| Exhibition: | 2,806 | 1,973 | 2.2 | 393 | 6.8 | 19.9 | 6.8 | 1,581 | 1.7 | 80.1 | 1.7 |
| Other: | 2,280 | 1,694 | 1.6 | 634 | 3.6 | 37.4 | 3.6 | 1,060 | 2.2 | 62.6 | 2.2 |
| Experimental: Total | 37,081 | 20,407 | 4.7 | 14,572 | 3.2 | 71.4 | 3.2 | 5,835 | 8 | 28.6 | 8 |
| Total All Aircraft | 290,269 | 217,533 | 2.4 | 136,526 | 3.2 | 62.8 | 3.2 | 81,007 | 5.4 | 37.2 | 5.4 |

Table 7.2 **2000 GENERAL AVIATION AND AIR TAXI TOTAL ANNUAL HOURS AND PERCENT HOURS FLOWN**
WITH A FIXED OR RETRACTABLE LANDING GEAR SYSTEM
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

| AIRCRAFT TYPE | Estimate of Annual Hours Flown | Percent Standard Error | Estimate of Hours Flown by Aircraft w/ Fixed Landing Gear | Percent Standard Error | Estimate of Percent of Hours Flown by Aircraft w/ Fixed Landing Gear | Percent Standard Error | Estimate of Hours Flown by Aircraft w/ Retractable Landing Gear | Percent Standard Error |
|---------------------|--------------------------------------|------------------------------|---|------------------------------|---|------------------------------|---|------------------------------|
| Fixed Wing | | | | | | | | |
| Fixed Wing - Piston | | | | | | | | |
| 1 Eng: 1-3 Seats | 5,323,737 | 3.6 | 5,066,794 | 0.8 | 95.2 | 0.8 | 256,943 | 16.4 |
| 1 Eng: 4+ Seats | 13,474,643 | 2.3 | 8,879,233 | 3.7 | 65.9 | 3.7 | 4,595,410 | 7.1 |
| 1 Engine: Total | 18,798,380 | 1.9 | 13,946,027 | 2.6 | 74.2 | 2.6 | 4,852,353 | 7.6 |
| 2 Eng: 1-6 Seats | 1,978,265 | 4 | 25,761 | 45.7 | 1.3 | 45.7 | 1,952,504 | 0.7 |
| 2 Eng: 7+ Seats | 1,393,819 | 4.5 | 18,768 | 26.8 | 1.3 | 26.8 | 1,375,051 | 0.4 |
| 2 Engine: Total | 3,372,084 | 3.1 | 44,529 | 48.5 | 1.3 | 39.1 | 3,327,555 | 0.5 |
| Piston: Other | 28,469 | 38.5 | 1,079 | 9 | 3.8 | 9 | 27,390 | 0.6 |
| Piston: Total | 22,198,933 | 1.6 | 13,991,635 | 3.3 | 63 | 3.3 | 8,207,298 | 5.7 |

Table 7.2 **2000 GENERAL AVIATION AND AIR TAXI TOTAL ANNUAL HOURS AND PERCENT HOURS FLOWN**
WITH A FIXED OR RETRACTABLE LANDING GEAR SYSTEM
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"

| AIRCRAFT TYPE | Estimate of Annual Hours Flown | | Percent Standard Error | | Estimate of Hours Flown by Aircraft w/ Fixed Landing Gear | | Percent Standard Error | | Estimate of Hours Flown by Aircraft w/ Retractable Landing Gear | | Percent Standard Error | |
|-------------------------------|--------------------------------|-------|------------------------|-------|---|-------|------------------------|-------|---|-------|------------------------|-------|
| | Hours | Flown | Hours | Flown | Hours | Flown | Hours | Flown | Hours | Flown | Hours | Flown |
| Fixed Wing - Turboprop | | | | | | | | | | | | |
| 1 Engine: Total | 278,360 | | 5.6 | | 243,371 | | 1.1 | | 87.4 | | 1.1 | |
| 2 Eng: 1-12 Seats | 1,045,003 | | 3.7 | | 5,072 | | 69.4 | | 0.5 | | 69.4 | |
| 2 Eng: 13+ Seats | 682,375 | | 9.1 | | 10,560 | | 68.6 | | 1.5 | | 68.6 | |
| 2 Engine: Total | 1,727,378 | | 4.1 | | 15,632 | | 55.7 | | 0.9 | | 55.7 | |
| Turboprop: Other | 25,657 | | 56.4 | | 0 | | | | 0 | | | |
| Turboprop: Total | 2,031,394 | | 3.5 | | 259,003 | | 7.8 | | 12.7 | | 7.8 | |
| Fixed Wing - Turbojet | | | | | | | | | | | | |
| 2 Engine Turbojet | 2,338,205 | | 3.5 | | 89,550 | | 17 | | 3.8 | | 17 | |
| Turbojet: Other | 417,005 | | 14.7 | | 82,104 | | 7.2 | | 19.7 | | 7.2 | |
| Turbojet: Total | 2,755,210 | | 3.8 | | 171,655 | | 13.3 | | 6.2 | | 13.3 | |
| Fixed Wing: Total | 26,985,537 | | 1.5 | | 1,422,292 | | 3.5 | | 53.4 | | 3.5 | |

Table 7.2

**2000 GENERAL AVIATION AND AIR TAXI TOTAL ANNUAL HOURS AND PERCENT HOURS FLOWN
WITH A FIXED OR RETRACTABLE LANDING GEAR SYSTEM
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| AIRCRAFT TYPE | Estimate of | | Estimate of | | Estimate of | | Estimate of | | Estimate of | | Estimate of | |
|-----------------------|-----------------------|------------------------------|--|------------------------------|--|------------------------------|--|------------------------------|--|------------------------------|--|------------------------------|
| | Annual Hours Flown | Percent Standard Error | Hours Flown by Aircraft w/ Fixed Landing Gear | Percent Standard Error | Hours Flown by Aircraft w/ Retractable Landing Gear | Percent Standard Error | Hours Flown by Aircraft w/ Retractable Landing Gear | Percent Standard Error | Hours Flown by Aircraft w/ Retractable Landing Gear | Percent Standard Error | Hours Flown by Aircraft w/ Retractable Landing Gear | Percent Standard Error |
| Rotorcraft | | | | | | | | | | | | |
| Piston | 530,850 | 7.4 | 522,643 | 0.5 | 98.5 | 0.5 | 8,207 | 27 | 1.5 | 27 | | |
| 1 Eng: Turbine | 1,424,029 | 4.7 | 1,418,594 | 0.2 | 99.6 | 0.2 | 5,435 | 60.9 | 0.4 | 60.9 | | |
| Multi-Eng: Turbine | 353,469 | 12.1 | 234,357 | 2.2 | 66.3 | 2.2 | 119,112 | 4.3 | 33.7 | 4.3 | | |
| Turbine: Total | 1,777,498 | 4.4 | 1,652,951 | 0.8 | 93 | 0.8 | 124,547 | 10.5 | 7 | 10.5 | | |
| Rotorcraft: Total | 2,308,347 | 4.1 | 2,175,593 | 0.6 | 94.2 | 0.6 | 132,754 | 11.2 | 5.8 | 11.2 | | |
| Other Aircraft | | | | | | | | | | | | |
| Gliders | 157,384 | 10 | 93,338 | 2.6 | 59.3 | 2.6 | 64,045 | 3.1 | 40.7 | 3.1 | | |
| Lighter-than-air | 216,787 | 19.7 | 215,079 | 0.1 | 99.2 | 0.1 | 1,708 | 15.4 | 0.8 | 15.4 | | |
| Other aircraft: Total | 374,171 | 12.3 | 308,417 | 1.3 | 82.4 | 1.3 | 65,754 | 4.8 | 17.6 | 4.8 | | |

Table 7.2

**2000 GENERAL AVIATION AND AIR TAXI TOTAL ANNUAL HOURS AND PERCENT HOURS FLOWN
WITH A FIXED OR RETRACTABLE LANDING GEAR SYSTEM
BY AIRCRAFT TYPE "INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| AIRCRAFT TYPE | Estimate of Annual Hours Flown | Percent Standard Error | Estimate of Hours Flown by Aircraft w/ Fixed Landing Gear | Percent Standard Error | Estimate of Hours Flown by Aircraft w/ Fixed Landing Gear | Percent Standard Error | Estimate of Hours Flown by Aircraft w/ Retractable Landing Gear | Percent Standard Error |
|---------------------|--------------------------------------|------------------------------|---|------------------------------|---|------------------------------|---|------------------------------|
| Experimental | | | | | | | | |
| Amateur: | 906,001 | 8.2 | 714,999 | 3.1 | 78.9 | 3.1 | 191,002 | 8.4 |
| Exhibition: | 114,105 | 10.6 | 20,740 | 7.5 | 18.2 | 7.5 | 93,365 | 1.5 |
| Other: | 286,700 | 10.2 | 110,420 | 3.5 | 38.5 | 3.5 | 176,281 | 1.9 |
| Experimental: Total | 1,306,806 | 7.4 | 846,158 | 3.5 | 64.8 | 3.5 | 460,648 | 5.1 |
| Total All Aircraft | 30,974,861 | 1.5 | 17,752,461 | 3.1 | 57.3 | 3.1 | 13,222,400 | 4.1 |

**Table 7.3 2000 GENERAL AVIATION AND AIR TAXI ACTIVE AIRCRAFT
TOTAL NUMBER OF AIRCRAFT WITH A FIXED OR RETRACTABLE
LANDING GEAR SYSTEM BY AGE OF AIRCRAFT
"INCLUDES AIR TAXI AIRCRAFT; EXCLUDES COMMUTER AIRCRAFT"**

| AGE OF AIRCRAFT (YEARS OLD) | | | | AGE OF AIRCRAFT (BUILT) | |
|--------------------------------|-------------|---|------------------------------|---|------------------------------|
| | | Estimate of Total Active Aircraft w/ Fixed Landing Gear | Percent Standard Error | Estimate of Total Active Aircraft w/ Retractable Landing Gear | Percent Standard Error |
| 1 to 5 | 1995 - 1999 | 13,806 | 2.9 | 6,028 | 6.7 |
| 6 to 10 | 1990 - 1994 | 5,889 | 3.4 | 3,402 | 6 |
| 11 to 15 | 1985 - 1989 | 3,688 | 5.3 | 3,958 | 4.9 |
| 16 to 20 | 1980 - 1984 | 7,962 | 5.6 | 11,388 | 3.9 |
| 21 to 25 | 1975 - 1979 | 27,445 | 4.1 | 20,061 | 5.6 |
| 26 to 30 | 1970 - 1974 | 17,401 | 3.5 | 9,794 | 6.3 |
| 31 to 35 | 1965 - 1969 | 22,202 | 3.3 | 10,285 | 7.2 |
| 36 to 40 | 1960 - 1964 | 10,265 | 4.5 | 7,736 | 6 |
| 41 to 45 | 1955 - 1959 | 7,369 | 3.5 | 3,591 | 7.3 |
| 46 to 50 | 1950 - 1954 | 4,191 | 3.2 | 1,783 | 7.5 |
| 51 to 55 | 1945 - 1949 | 11,520 | 2 | 2,000 | 11.8 |
| 56 to 60 | 1940 - 1944 | 3,552 | 2.4 | 803 | 10.8 |
| Over 60 | - 1939 | 1,237 | 2 | 177 | 14.2 |
| Total All Aircraft | | 136,526 | 3.7 | 81,007 | 6.2 |

APPENDIX

METHODOLOGY FOR THE 2000 GENERAL AVIATION AND AIR TAXI ACTIVITY (GAATA) SURVEY

APPENDIX A

METHODOLOGY FOR THE 2000 GENERAL AVIATION AND AIR TAXI ACTIVITY (GAATA) SURVEY

1. Overview

In 1993, the name of the General Aviation Activity (GAA) Survey was changed to the General Aviation and Air Taxi Activity (GAATA) Survey to reflect that the survey does include air taxi aircraft. Any aircraft identified as a commuter was excluded from the survey results. The number of computed aircraft types was expanded from 13 to 19. The following new use categories have also been added: sightseeing and external load in 1993, public use in 1996 and medical in 1999. In 2000, public use was taken out as a separate question from other aircraft use categories because it was not mutually exclusive with the other use categories. Beginning in the 1999 survey, the survey excluded a catch-all 'other' category as previous year surveys had. The survey methods used for the 2000 survey are identical to those used in previous surveys, with the exception that a non-respondent telephone survey was not conducted and therefore not used to adjust active aircraft and hours flown estimates. It was recommended that the non-respondent telephone survey be discontinued because of the variability of telephone non-respondent factors as a result of the inability to implement the survey correctly. (see section 5.2, Adjustment of the 2000 GAATA Survey Data, on page A-14).

1.1 Purpose of Survey

The purpose of the 2000 General Aviation and Air taxi Activity (GAATA) Survey is to provide the Federal Aviation Administration (FAA) with information on the activity of the general aviation and air taxi fleets. The information obtained from the survey enables the FAA to monitor the general aviation fleet so that it can, among other activities, anticipate and meet demand for National Airspace System (NAS) facilities and services, assess the impact of regulatory changes on the fleet, and implement measures to assure the safe operation in the airspace of all aircraft.

1.2 Background

Prior to the current survey method, the FAA used the Aircraft Registration Eligibility, Identification, and Activity Report, AC Form 8050-73, to collect data on general aviation activity. The form was sent annually to all owners of civil aircraft in the United States and served two purposes: (1) Part 1 was the mandatory aircraft registration revalidation form, and (2) Part 2 was voluntary and applied to general aviation aircraft only, asking questions on the owner-discretionary characteristics of the aircraft such as flight hours, avionics equipment, base location, and use. The FAA used this information to estimate aircraft activity.

In 1978, the FAA replaced AC Form 8050-73 with a new system: Part 1 was replaced by a triennial registration program. In January 1978, the FAA implemented a new procedure, known as triennial revalidation, for maintaining its master file. Instead of requiring all aircraft owners to revalidate and update their aircraft registration annually, FAA only required revalidation for those aircraft owners who had not contacted the FAA registry for three years. This less frequent updating of the master file affected its accuracy and representativeness:

- 1) the accuracy of current owners and their addresses has deteriorated;
- 2) the master file combined a residue of aircraft which, under the old revalidation system, would have been reregistered and purged from the file but now remain under the new system.

Part 2 was replaced by the annual General Aviation Activity Survey, FAA Form 1800-54. The 2000 version of Form 1800-54 is shown in Figure A.1. The survey is conducted annually, based on a statistically selected sample of aircraft, and it requests the same type of information as part 2 of AC Form 8050-73. The first survey took place in 1978, collecting data on the 1977 general aviation fleet. The 2000 statistics in this report were derived from the twenty-third survey, which was implemented in 2001. Benefits resulting from the new system of data collection include quicker processing of the results, improved data quality, and considerable savings in time and money to both the public and the Federal Government.

2. SURVEY COVERAGE

2.1 Aircraft

The 2000 General Aviation and Air Taxi Activity (GAATA) Survey covers, through a stratified probability sample, all civil aircraft registered with the FAA except those operated under Federal Aviation Regulations (FAR) Part 121 as defined in Part 119. These regulations govern operators carrying passengers and cargo for hire. They apply to scheduled operations with ten or more passengers and turbojet operations regardless of the number of passengers. They also apply to supplemental (unscheduled passenger or cargo) operations with more than 30 seats and/or a payload capacity of more than 7,500 pounds. Thus, the survey includes aircraft operating under:

Part 91: General operating and flight rules.

Part 125: Certification and operations: Airplanes having a seating capacity of 20 or more passengers or a maximum payload capacity of 6,000 pounds or more (but not for hire.)

Part 133: Rotorcraft external load operations.

Part 135: On-demand (air taxi) and commuter operations not covered by Part 121.

Part 137: Agricultural aircraft operations.

Certain aircraft meeting the above criteria have been excluded from the survey. This group includes N-numbers registered to manufacturers but not associated with a completed aircraft, aircraft in the process of being sold or with registration pending prior to 2000, aircraft with known invalid addresses that have had an invalid address on the registry for more than ten years, destroyed aircraft, aircraft that are museum pieces and aircraft for which not enough information was available to categorize them properly for sampling purposes.

2.2 Geographic

The sample survey covers general aviation and air taxi aircraft registered within the United States Aircraft Registry as of December 31, 2000. Over 99 percent of these aircraft are registered to owners living in the 50 states; the District of Colombia; Puerto Rico; and other U.S. territories, which include American Samoa, Guam, and the Virgin Islands.¹

¹Source: FAA Aircraft Registration Master File as of December 31, 2000.

2.3 Content

The survey questionnaire, FAA Form 1800-54 shown previously in Figure A.1, requests the aircraft owner to provide the following information on the sampled aircraft's characteristics and uses for various periods:

- 1) Total hours flown and hours flown by use
- 2) IFR hours, percentage of hours flown in Instrument Meteorological Conditions (IMC) and Visual Meteorological Conditions (VMC) during the day and evening,
- 3) fuel type,
- 4) number of landings for the entire calendar year 2000
- 5) airframe hour reading and the aircraft's base location as of December 31, 2000;
- 6) And starting in 2000, information about fractional ownership

3. SURVEY METHOD

The survey data was collected through mailing the questionnaire to the owners of the sampled aircraft in three mailings. In 2000, an Internet component was included in the survey. Sampled aircraft were sent a postcard inviting them to participate in an Internet version of the survey. The postcard was sent out on April 5, 2001 and the Internet component continued through August 15, 2001. The response rate for the Internet portion of the survey was 16.4%. The first questionnaire mailing, sent out on April 24, 2001, covered all 31,039 aircraft in the sample and had a response rate of 25.3 percent, as shown in Table A.1. This accounted for approximately 75 percent of the total responses to the survey. The second mailing was sent on June 1, 2001 and included only those aircraft in the sample that had not yet responded to the survey and were not part of the non-active sample. The second mailing had a response rate of 13.2 percent, which accounted for approximately 15 percent of the total responses to the survey. The third mailing on July 10, 2001 was sent to owners of the sampled aircraft who had not responded to the first or second mailings as of a June 29, 2001. The third mailing produced a response rate of 11 percent, or approximately ten percent of the total responses to the survey. The overall survey responses resulted in a response rate of 52.5 percent.

TABLE A.1 SUMMARY OF RESPONSE INFORMATION

| <u>PHASE</u> | <u>VALID SAMPLE</u> | <u>RESPONSES</u> | <u>RESPONSE RATE</u> | <u>% TOTAL RESPONSE</u> |
|-------------------------|--------------------------------|-------------------------|---------------------------------|------------------------------------|
| Internet | 31,039 | 5,081 | 16.4% | 33.7% |
| 1 ST Mailing | 27,452 | 6,948 | 25.3% | 43.3% |
| 2 nd Mailing | 19,158 | 2,534 | 13.2% | 15.8% |
| 3 rd Mailing | 15,339 | 1,638 | 10.7% | 10.2% |
| TOTAL: | 30,531 ² | 16,044 ⁴ | 52.5% | 100.0% |

² The Total Valid Sample Size used to compute the overall survey response rate excludes non-qualified sample

⁴ The sum of the internet and mail responses are greater than the total number of responses, because 157 respondents replied to both the mail and internet survey.

The Postcard Invitation to the Internet Component is shown in Figure A.2. Each of the three mailings was accompanied by a cover letter, shown respectively in Figures A.3, A.4, and A.5 at the back of this appendix.

In 2000, the survey contractor also worked with General Aviation Associations to obtain correct address information. If a questionnaire was returned because of an incorrect address in the first mailing, association databases were used to update the record if a match was located.

4. SAMPLE DESIGN

4.1 Sample Frame and Size

The FAA Mike Monroney Aeronautical Center in Oklahoma City maintains the Aircraft Registration Master File, which is the official record of registered civil aircraft in the United States.

The sample frame is made up of all aircraft identified as general aviation in the master file (according to the definition in Section 2.1), with the following exception:

- 1) aircraft registered to dealers;
- 2) aircraft with "Sale Reported" or "Registration Pending" appearing in the record instead of the owner's name if changed to this status;
- 3) aircraft with a known, inaccurate owner's address;
- 4) aircraft with missing state of registration, aircraft make-model-series code, or aircraft type information; and

For calendar year 2000, the sample frame consisted of 256,927 general aviation aircraft records from which 31,039 records were sampled, yielding a 12.1 percent sample, very similar to prior years. However, it was decided that excluding all aircraft with invalid addresses was most likely underestimating the GA fleet. Therefore, starting in 1999, a distinction was made between the sample frame and the GA population. The GA population would include aircraft with invalid addresses that had become invalid within the last ten years because of the high probability that the majority of these aircraft are still flying. It was also decided to include aircraft that were changed to the status 'sale reported' or 'registration pending' within the survey year as these aircraft were most likely part of the GA population at least for some time during the survey year. Table A.2 shows, by aircraft type, the distribution of the sample compared to that of the sample frame and the estimated population. This clearly demonstrates the disproportionality of the sample to the population, an intended result of the sample design to gain efficiency and to control errors for the key design variable, hours flown.

4.2 Description of Sample Design

The sample design employed was a stratified, systematic design from a random start. The sample was selected from a two-way stratified frame matrix. The two stratification criteria were:

- 1) region of aircraft registration, and
- 2) aircraft type

The 9 levels of the region criterion and the 19 levels of aircraft type yielded a matrix of 9 by 19 or 171 cells (strata) among which the frame was divided for sampling.

The FAA's primary requirement is for estimates of average annual flight hours per aircraft, necessitating optimal determination of sample sizes based on flight hour variation by region and by aircraft type, and not on population. Hence, the sample was not proportional to size, but instead sought to optimize the precision of hours flown in each cell. Sample units were randomly selected within individual cells, yielding a final sample size of 31,039 aircraft.

**TABLE A.2 SAMPLE AND POPULATION
DISTRIBUTION BY AIRCRAFT TYPE**

| <u>TYPE</u> | <u>APPROXIMATE POPULATION</u> | <u>RECORDS VALID FOR SAMPLE</u> | <u>SAMPLE SIZE</u> | <u>SAMPLE AS % OF POPULATION</u> |
|------------------------------|--|--|-------------------------------|---|
| Fixed Wing – Piston | | | | |
| 1 Engine: 1-3 Seats | 67,257 | 57,725 | 9,572 | 14.2% |
| 1 Engine: 4+ Seats | 125,474 | 114,148 | 8,143 | 7.0% |
| 2 Engine: 1-6 Seats | 17,174 | 14,903 | 1,480 | 8.6% |
| 2 Engine: 7+ Seats | 8,525 | 7,100 | 1,667 | 19.5% |
| Piston: Other | 307 | 190 | 190 | 61.9% |
| Fixed Wing-Turboprop | | | | |
| 1 Engine: Total | 792 | 792 | 340 | 42.9% |
| 2 Engine: 1-12 Seats | 4,131 | 3,912 | 906 | 21.9% |
| 2 Engine: 13+ Seats | 1,351 | 1,351 | 308 | 22.8% |
| Turboprop: Other | 97 | 92 | 92 | 94.8% |
| Fixed Wing – Turbojet | | | | |
| 2 Engine | 6,777 | 6,777 | 1,044 | 15.4% |
| Turbojet: Other | 987 | 927 | 203 | 20.6% |
| Rotorcraft | | | | |
| Piston | 4,396 | 3,482 | 1,085 | 24.7% |
| 1 Engine: Turbine | 4,824 | 4,589 | 1,476 | 30.6% |
| Multi-Engine: Turbine | 1,056 | 1,056 | 289 | 27.4% |
| Other Aircraft | | | | |
| Gliders | 3,043 | 2,681 | 491 | 16.1% |
| Lighter-than-Air | 6,997 | 5,556 | 1,427 | 20.4% |
| Experimental | | | | |
| Amateur | 31,994 | 25,569 | 1,364 | 4.3% |
| Exhibition | 2,806 | 2,495 | 430 | 15.3% |
| Other | 2,280 | 2,032 | 532 | 23.3% |
| TOTAL: | 290,269³ | 256,927⁴ | 31,039 | 10.7% |

³ In previous years the General Aviation population was adjusted downward for GAATA surveys that were returned where owners identified the aircraft as an air carrier. Starting in 1998, the population was also adjusted downward to account for the percentage of survey non-respondents who are air carriers as well as the percent of other aircraft not in the GA population (e.g., military aircraft, exported overseas). The percentage of survey respondents who identified themselves as air carriers or another status not in the GA population in the 2000 GAATA survey was used as the estimate of the percent of GAATA survey non-respondents not in the GA population.

Initially, each aircraft in the sample was given a weight which was the inverse of its cell's sampling fraction, and which corresponded to the number of aircraft in the population (as opposed to the sample frame as in previous years surveys) represented by that aircraft. When all responses to the survey were tallied, each weight was adjusted according to the response rate for the cell. If a returned survey for an aircraft did not answer any of the survey questions, they were counted as a non-respondent. Other non-respondents include surveys returned by the postmaster as undeliverable, owner deceased, or refusals. A returned survey for an aircraft was only counted as a respondent if it answered one of the following two key questions, if the aircraft was flown or the hours the aircraft was flown in 2000.

The weight adjustment is described as follows:

- 1) non-respondents' weights were changed to zero; and
- 2) the weights of all responding aircraft were adjusted uniformly by dividing the initial weight by the response rate for the cell.

This method of weight adjustment has several attributes. It actually incorporates the response rates into the final weights and simplifies estimation procedures.

4.3 Error

Errors associated with estimates derived from sample survey results fall into two categories: sampling and non-sampling errors. Sampling errors occur because the estimates are based on a sample rather than the entire population.

Non-sampling errors arise from a number of sources such as non-response, inability or unwillingness of respondents to provide correct information, differences in interpretation of questions, mistakes in recording or coding the data obtained, and others. The following sections discuss the two types of errors.

4.4 Sampling Error

In a designed survey, the sampling error associated with an estimate is generally unknown, but a measurable quantity, known as the standard error, is often used as a guide to the potential magnitude of sampling error. The standard error measures the variation which would occur among the estimates from all possible samples of the same design from the same population. It measures the precision with which an estimate approximates the average result of all possible samples or the result of a survey in which all elements of the population were sampled.

Through sample design techniques, the statistician can control the sizes of standard errors on a few key variables, known as design variables, in the survey. The design variables in the GAATA Survey are the average annual hours flown per aircraft by aircraft type and by region of aircraft registration. The sample is designed to produce standard errors on these variables at levels specified by the FAA. No controls are placed on the standard errors of the non-design variables.

An estimate and its standard error make it possible to construct an interval estimate with the prescribed confidence that the interval will include the average value of the estimate from all possible samples of the population. Table A.3, on the following page, shows selected interval widths and their corresponding confidence.

TABLE A.3 CONFIDENCE OF INTERVAL ESTIMATES

| <u>WIDTH OF INTERVAL</u> | <u>APPROXIMATE CONFIDENCE THAT INTERVAL INCLUDES AVERAGE VALUE</u> |
|--------------------------|--|
| 1 Standard error | 68% |
| 2 Standard error | 95% |
| 3 Standard error | 99% |

Every estimate resulting from a sample survey, whether it be for a design or non-design variable, has sampling error associated with it. The user of survey results must consider sampling error along with the point estimate itself when making inferences or drawing conclusions about the sample population. A large standard error relative to an estimate indicates lack of precision and, inversely, a small standard error indicates precision. To facilitate the comparison of estimates and their errors, the tables in this publication display standard errors for all estimated quantities. For the most part, the measure of precision presented in this report is the relative standard error, which is merely the ratio of the standard error to the estimate times 100 (to convert the fraction to a percent). In addition to immediately communicating the relative precision of the estimate, it allows ready comparison of the survey" performance across variables. The following is an example of how to use the relative standard error: from Table 2.1, a 95 percent confidence interval for the number of active rotorcraft with piston engines would be 2,564 plus or minus $2(23/100)(2,564)$ or the interval between 1,384 and 3,743. One would say that with 95 percent confidence that the number of active rotorcraft with piston engines lies somewhere between 1,384 and 3,743. Another way of expressing this is that we are highly confident (95 percent) that the number of active rotorcraft with piston engines is within plus or minus 2(23.0) percent or 46.0 percent of 2,564.

4.5 Non-Sampling Error

Sampling error can be reduced through survey design, however, the amount of non-sampling error is difficult, if not impossible, to quantify in any given design. There are, however, various techniques which can limit non-sampling error.

Several of these techniques were incorporated into the design of the GAATA Survey and are itemized below:

- 1) A second and third mailing, including a prompting (reminder) letter, were sent to nonrespondents in addition to the original mailing in order to improve the response rate, since a low response rate is a major cause of non-sampling error.
- 2) To assure the owners of the confidentiality of their responses, the questionnaire cover letter informed that:

"The information you have provided in the past has never been published or released in any form that would reveal specific information reported by any individually identifiable respondent."⁵

⁵ See Figure A.2.

- 3) Comprehensive editing procedures insured the accuracy of the data transcription to machine readable form and the internal consistency of responses.
- 4) The official and most accurate source of information available on the general aviation and air taxi fleet, the FAA Aircraft Registration Master File, was used as the sampling frame.

5. RESPONSE RATE

The response rate for 2001 was 52.5%⁶. Possible causes for the less than 100% sample rate response include:

- ♦ The deterioration of the currency of aircraft owners' addresses in the Aircraft Registration Master File, the sample frame. This has caused a gradual increase in the percentage of PMRs. For the 2000 Survey, at least 19% of the questionnaires had registry errors that limit survey return. These errors include post master returns, sold or destroyed aircraft, and air carriers.
- ♦ Repeated sampling of aircraft in two and possibly three or four successive years. Due to the design of the sample to achieve specified precision in estimates for states and aircraft type, it is impossible to avoid sampling some of the same aircraft in consecutive years. The repeated sampling of some aircraft has been exacerbated by the decreasing number of valid records on the Aircraft Registration Master File. Owners of such aircraft may have been less willing to respond. The re-design of the sampling technique may have somewhat mitigated the problem starting in 2000.

Table A.4, on the following page, reveals the responses by aircraft type.

⁶ The 2000 response rate is similar to recent past years when the response rate is calculated in the same manner. The response rate for the 1998 survey calculated in the same manner as the 2000 response was 53.6%.

TABLE A.4 RESPONSE RATE BY AIRCRAFT TYPE

| <u>TYPE</u> | <u>SAMPLE</u> | <u>NON QUALIFIED SAMPLE</u> | <u>RESPONSES</u> | <u>RESPONSE RATE</u> |
|------------------------------|---------------|-------------------------------------|------------------|--------------------------|
| Fixed Wing – Piston | | | | |
| 1 Engine: 1-3 Seats | 9,572 | 83 | 5,308 | 55.9% |
| 1 Engine: 4+ Seats | 8,143 | 54 | 4,763 | 58.9% |
| 2 Engine: 1-6 Seats | 1,480 | 15 | 751 | 51.3% |
| 2 Engine: 7+ Seats | 1,667 | 28 | 644 | 39.3% |
| Piston: Other | 190 | 12 | 91 | 51.1% |
| Fixed Wing-Turboprop | | | | |
| 1 Engine: Total | 340 | 4 | 122 | 36.3% |
| 2 Engine: 1-12 Seats | 906 | 13 | 379 | 42.4% |
| 2 Engine: 13+ Seats | 308 | 57 | 69 | 27.5% |
| Turboprop: Other | 92 | 9 | 23 | 27.7% |
| Fixed Wing – Turbojet | | | | |
| 2 Engine | 1,044 | 111 | 397 | 42.6% |
| Turbojet: Other | 203 | 11 | 68 | 35.4% |
| Rotorcraft | | | | |
| Piston | 1,085 | 12 | 473 | 44.1% |
| 1 Engine: Turbine | 1,476 | 21 | 556 | 38.2% |
| Multi-Engine: Turbine | 289 | 26 | 109 | 41.4% |
| Other Aircraft | | | | |
| Gliders | 491 | 3 | 291 | 59.6% |
| Lighter-than-Air | 1,427 | 17 | 690 | 48.9% |
| Experimental | | | | |
| Amateur | 1,364 | 13 | 817 | 66.5% |
| Exhibition | 430 | 1 | 233 | 54.3% |
| Other | 532 | 18 | 260 | 50.6% |
| TOTAL: | 31,039 | 508 | 16,044 | 52.5% |

5.1 Adjustments Based on a Telephone Survey of Nonrespondents

From the conduct of the first General Aviation Activity (GAAA) Survey in 1977 through the 1990 Survey year, the survey data were not adjusted to account for nonrespondents (aircraft owners selected as part of the survey sample but who chose not to complete and return the form). This is because telephone surveys of nonrespondents conducted in 1977, 1978 and 1979 did not show any significant differences or inconsistencies between respondents' and nonrespondents' replies. In 1980, the telephone survey was discontinued as a cost-saving measure.

The GAATA Survey response rate has fallen from over 70 percent prior to 1980 to the 50 percent range in most years since 1983, and the number of postmaster returns has greatly increased. Therefore, the FAA decided to conduct a telephone survey of nonrespondents to the ratio of active aircraft and inactive aircraft between mail respondents and telephone respondents. Nonresponse adjustment factors derived from these survey results have been applied to the GAA Survey up through 1995. In 1997, a telephone survey of nonrespondents to the 1996 GAATA Mail survey was conducted. In 1998, a telephone survey of nonrespondents to the 1997 GAATA Mail survey was conducted. This survey showed significant differences between respondents and non-respondents to the mail survey. This information was used to correct 1998 estimates for nonresponse bias. The results of this telephone survey have also been integrated into the 1991 through 1997 surveys to estimate more accurately active aircraft and hours flown.

In 1999 this telephone survey was again conducted nationally to ask non-respondents about active aircraft and hours flown. However, although the methodology of the non-respondent survey is sound, it does not allow for correct implementation because only a small percent of non-respondents can be located. Furthermore, an analysis of the estimates from the telephone survey show great variability over the years compared to the much more stable mail survey estimates. The difficulty in implementing the survey and variability of telephone estimates resulted in the finding that the telephone survey was not a constructive addition to the estimates. Therefore, the telephone non-respondent survey was not used to adjust 2000 estimates and its implementation has been discontinued as of this time.

Figure A.1 SURVEY QUESTIONNAIRE (page 1)

Federal Aviation Administration
C/O PA Consulting Group
2711 Allen Blvd. Suite 200
Middleton, WI 53562



2000 General Aviation and Air Taxi Activity and Avionics Survey (As of December 31, 2000)

Instructions:

- Please answer questions for the aircraft shown to the right. If this is not your aircraft, please check this box ☐ and return the survey in the enclosed postage-paid envelope.
- Mark all answers in the spaces provided. Do not write outside the answer spaces or make stray marks on the survey.
- Please fill out the survey as legibly as possible. When entering numbers, use numbers that look like this:

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 0 |
|---|---|---|---|---|---|---|---|---|---|

Aircraft Characteristics:

Submission of this form is voluntary. The information provided will be used only for statistical purposes and will not be published or released in any form that would reveal specific information reported by an individually identifiable respondent.

When reporting aircraft activity, please report for all operators of this aircraft. If you do not know the exact information for a particular question, please provide your best estimate.

Q1 Was this aircraft flown in 2000? (Check one)

☐ Yes → Continue to Q2

☐ No → Why was this aircraft inactive? (Check one)

- | | | |
|---|------------------------------------|--------------------------------|
| <input type="checkbox"/> Under restoration | <input type="checkbox"/> Destroyed | <input type="checkbox"/> Other |
| <input type="checkbox"/> Under construction | <input type="checkbox"/> Sold | |

The survey is complete. Please return the survey in the enclosed postage-paid envelope.

Q2 In 2000, was this aircraft leased to an air carrier or operated primarily as an air carrier (FAR Part 121 or 129)? (Check one)

☐ Yes → Do not complete the rest of this survey. Please return the form in the enclosed postage-paid envelope.

☐ No → Please complete the rest of this survey.

Q3 In 2000, was this aircraft leased to a commuter or operated primarily as a commuter (FAR Part 135 operator performing scheduled passenger service)? (Check one)

☐ Yes

☐ No

Q4 In 2000, was this aircraft part of a fractional ownership program?

☐ Yes

☐ No

Q5 In what U.S. state or territory was this aircraft based as of December 31, 2000?

| | |
|--|--|
| | |
|--|--|

(Please use 2-character state/territory abbreviation)

Q6 What were the total lifetime airframe hours as of December 31, 2000?

| | | | | | |
|--|--|--|--|--|--|
| | | | | | |
|--|--|--|--|--|--|

(lifetime airframe hours)

Figure A.1 SURVEY QUESTIONNAIRE (page 2)

- Q7** How many total hours did this aircraft fly in 2000? *(Include estimated rental and leased hours; if you purchased this aircraft in 2000, only include hours flown since the date of purchase; NOTE: there are 8,784 hours in 2000)*

| | | | |
|--|--|--|--|
| | | | |
|--|--|--|--|

Hours

- Q8** For what percent of the total hours flown in 2000 was the aircraft rented or leased to others? *(Enter 0 if the aircraft was not rented or leased to others)*

| | | |
|--|--|--|
| | | |
|--|--|--|

%

- Q9** For what percent of the total hours flown in 2000 was the aircraft owned by or leased to the federal, state, or local government for the purpose of fulfilling a governmental function? *(Enter 0 if the aircraft was not used for the purpose of fulfilling a governmental function)*

| | | |
|--|--|--|
| | | |
|--|--|--|

%

- Q10** What percent of the total hours flown by this aircraft in 2000 were flown in each of the following categories? *(Estimate the percentage of total hours flown in 2000 in each of the following categories so that the total equals 100%. Enter 0 if there were no aircraft hours in a category – do not leave any category blank)*

| Category | % of Hours Flown | | |
|---|------------------|---|-----|
| Personal/Recreation – Flying for personal reasons (excludes business transportation) | | | % |
| Instructional – Flying under the supervision of a flight instructor (includes student pilot solo; excludes proficiency flight) | | | % |
| Business Transportation – Individual use for business transportation <u>without</u> a paid, professional crew | | | % |
| Corporate/Executive Transportation – Business transportation <u>with</u> a paid, professional crew | | | % |
| Regional/Commuter – FAR Part 135 <u>scheduled</u> passenger service only | | | % |
| Air Taxi – FAR Part 135 <u>on-demand</u> passenger and all cargo operations (not scheduled passenger service or air tours) | | | % |
| Air Tours – Commercial sight-seeing conducted under FAR Part 135 | | | % |
| Sight-seeing – Commercial sight-seeing conducted under FAR Part 91 | | | % |
| Aerial Observation – Aerial mapping/photography, patrol, search and rescue, hunting, traffic advisory, ranching, surveillance, oil and mineral exploration, etc. | | | % |
| Aerial Application in Agriculture and Forestry – Crop and timber production and protection | | | % |
| Other Aerial Application – Public health sprayings, cloud seeding, fire fighting including forest fires, etc. | | | % |
| External Load – Operation under FAR Part 133, rotorcraft external load operations, examples include: helicopter hoist, hauling logs, etc. | | | % |
| Air Medical Services – Air ambulance services, rescue, human organ transportation, emergency medical services | | | % |
| Other Work Use – Construction work (not FAR Part 135 operation), parachuting, aerial advertising, towing gliders, etc. | | | % |
| TOTAL | 1 | 0 | 0 % |

Q11 What percent of the total hours flown by this aircraft in 2000 were flown under...

| | | | | |
|------------------|----------|----------|----------|----------|
| IFR Flight Plans | | | | % |
| VFR Flight Plans | | | | % |
| No Flight Plans | | | | % |
| TOTAL | 1 | 0 | 0 | % |

Q12 [If the aircraft was flown under IFR flight plans in 2000] What percent of IFR flight hours were flown under...

| | | | | |
|--|----------|----------|----------|----------|
| Day Instrument Meteorological Conditions (IMC) | | | | % |
| Day Visual Meteorological Conditions (VMC) | | | | % |
| Night Instrument Meteorological Conditions (IMC) | | | | % |
| Night Visual Meteorological Conditions (VMC) | | | | % |
| TOTAL | 1 | 0 | 0 | % |

Q13 [If the aircraft was flown under VFR flight plans or no flight plans in 2000] What percent of VFR flight hours were flown under...

| | | | | |
|--|----------|----------|----------|----------|
| Day Visual Meteorological Conditions (VMC) | | | | % |
| Night Visual Meteorological Conditions (VMC) | | | | % |
| TOTAL | 1 | 0 | 0 | % |

Q14 How many landings did this aircraft perform in 2000? (Include water and touch-and-go landings)

| | | | | |
|--|--|--|--|--|
| | | | | |
|--|--|--|--|--|

 (Number of 2000 landings)

Q15 What type of landing gear system does this aircraft have? (Check one)

- ☐ Fixed
☐ Retractable

Q16 What kind/grade of fuel was primarily used in this aircraft in 2000? (Check one)

- | | | |
|--|--|--------------------------------|
| <input type="checkbox"/> Jet Fuel | <input type="checkbox"/> Aviation Fuel: 80 Octane | <input type="checkbox"/> 82 UL |
| <input type="checkbox"/> Automotive Gasoline | <input type="checkbox"/> Aviation Fuel: 100 Octane | <input type="checkbox"/> Other |
| <input type="checkbox"/> Propane | <input type="checkbox"/> Aviation Fuel: 100-Low Lead | <input type="checkbox"/> None |

Q17 Has this aircraft been approved for flight into known icing conditions? (Check one)

- ☐ Yes
☐ No

Q18 Does this aircraft have an experimental airworthiness certificate? (Check one)

- ☐ Yes
☐ No

As of December 31, 2000, the aircraft was...? (Check one)

- ☐ In the test period ☐ Out of the test period

Q19 Is this aircraft certified to operate under instrument flight rules (IFR)? (Check one)

- ☐ Yes
☐ No

Q20 Avionics Equipment: Check *all* boxes below that reflect this aircraft's avionics equipment capabilities as of December 31, 2000: (Check the first box if the aircraft has only one of any item; check the second box if the aircraft is equipped with more than one of an item)

| | One ↓ | More than One ↓ | | One ↓ | More than One ↓ |
|---|--------------------------|--------------------------|---|--------------------------|--------------------------|
| <u>General Equipment:</u> | | | <u>Guidance and Control Equipment:</u> | | |
| Electrical System | <input type="checkbox"/> | <input type="checkbox"/> | Flight Management System..... | <input type="checkbox"/> | <input type="checkbox"/> |
| Radar Altimeter..... | <input type="checkbox"/> | <input type="checkbox"/> | Flight Director..... | <input type="checkbox"/> | <input type="checkbox"/> |
| Ground Proximity Warning System | <input type="checkbox"/> | <input type="checkbox"/> | Electronic Flight Instrument System (EFIS) | <input type="checkbox"/> | <input type="checkbox"/> |
| Terrain Awareness Warning System (TAWS) | <input type="checkbox"/> | <input type="checkbox"/> | Autopilot-Axis Controls: | | |
| Flight Data Recorder | <input type="checkbox"/> | <input type="checkbox"/> | Wing leveler | <input type="checkbox"/> | <input type="checkbox"/> |
| Cockpit Voice Recorder..... | <input type="checkbox"/> | <input type="checkbox"/> | Altitude hold | <input type="checkbox"/> | <input type="checkbox"/> |
| MFD Multi-functional Displays | <input type="checkbox"/> | <input type="checkbox"/> | Lateral guidance | <input type="checkbox"/> | <input type="checkbox"/> |
| Ice Protection System | <input type="checkbox"/> | <input type="checkbox"/> | Approach mode (vertical guidance).... | <input type="checkbox"/> | <input type="checkbox"/> |
| Laptop Computer or Tablet (not in panel) | <input type="checkbox"/> | <input type="checkbox"/> | Autoland | <input type="checkbox"/> | <input type="checkbox"/> |
| | | | Horizontal Situation Indicator (HSI)..... | <input type="checkbox"/> | <input type="checkbox"/> |
| <u>Navigation Equipment:</u> | | | <u>Approach Equipment:</u> | | |
| Global Positioning System (GPS): | | | Localizer | <input type="checkbox"/> | <input type="checkbox"/> |
| Hand-held, not IFR approved..... | <input type="checkbox"/> | <input type="checkbox"/> | Marker Beacon..... | <input type="checkbox"/> | <input type="checkbox"/> |
| Panel-mounted, not IFR approved..... | <input type="checkbox"/> | <input type="checkbox"/> | Glide Slope | <input type="checkbox"/> | <input type="checkbox"/> |
| Panel-mounted, IFR-approved for en route operation only | <input type="checkbox"/> | <input type="checkbox"/> | | | |
| Panel-mounted, IFR-approved for non-precision approach operation | <input type="checkbox"/> | <input type="checkbox"/> | <u>Communications Equipment:</u> | | |
| Moving map capability | <input type="checkbox"/> | <input type="checkbox"/> | 360 channel (50kHz channel spacing) | <input type="checkbox"/> | <input type="checkbox"/> |
| LORAN C: VFR only | <input type="checkbox"/> | <input type="checkbox"/> | 720 channel (25kHz channel spacing): | | |
| LORAN C: IFR en route-approved | <input type="checkbox"/> | <input type="checkbox"/> | Hand-held | <input type="checkbox"/> | <input type="checkbox"/> |
| DME Receiver | <input type="checkbox"/> | <input type="checkbox"/> | Panel-mounted | <input type="checkbox"/> | <input type="checkbox"/> |
| 100 channel VOR Receiver | <input type="checkbox"/> | <input type="checkbox"/> | 760 channel (25kHz channel spacing): | | |
| 200 channel VOR Receiver: | | | Hand-held | <input type="checkbox"/> | <input type="checkbox"/> |
| Hand-held | <input type="checkbox"/> | <input type="checkbox"/> | Panel-mounted | <input type="checkbox"/> | <input type="checkbox"/> |
| Panel-mounted..... | <input type="checkbox"/> | <input type="checkbox"/> | 2280 channel (8.33kHz channel spacing): | | |
| Automatic Direction Finder | <input type="checkbox"/> | <input type="checkbox"/> | Hand-held | <input type="checkbox"/> | <input type="checkbox"/> |
| VOR/DME-based Area Navigation Equipment (RNAV) | <input type="checkbox"/> | <input type="checkbox"/> | Panel-mounted | <input type="checkbox"/> | <input type="checkbox"/> |
| Other Navigation Equipment (Doppler, INS) ... | <input type="checkbox"/> | <input type="checkbox"/> | HF Radio | <input type="checkbox"/> | <input type="checkbox"/> |
| | | | Datalink (SATCOM, ACARS) | <input type="checkbox"/> | <input type="checkbox"/> |
| <u>Transponder Equipment:</u> | | | Analog Air-to-Ground Telephone..... | <input type="checkbox"/> | <input type="checkbox"/> |
| Mode A Transponder (TSO-c75-b/c) | <input type="checkbox"/> | <input type="checkbox"/> | Digital Air-to-Ground Telephone..... | <input type="checkbox"/> | <input type="checkbox"/> |
| Mode C (Altitude Encoding) | <input type="checkbox"/> | <input type="checkbox"/> | | | |
| Mode S Transponder (TSO-c112) | <input type="checkbox"/> | <input type="checkbox"/> | <u>Weather Equipment:</u> | | |
| Collision Avoidance (TCAS or TCAD) | <input type="checkbox"/> | <input type="checkbox"/> | Weather Radar..... | <input type="checkbox"/> | <input type="checkbox"/> |
| | | | Thunderstorm Detection Equipment | <input type="checkbox"/> | <input type="checkbox"/> |

Figure A.2 – Internet Postcard Invitation

Dear Aircraft Owner,

Each year, the Federal Aviation Administration conducts a survey to calculate fleet size and the hours flown by the general aviation community. Please log onto www.pilotreports.com/gasurvey to complete a survey for the aircraft listed below. Use the aircraft N-number as your password.

N-number
Make
Model
Serial number

If you have questions about the survey, feel free to call Matt Anderson of PA Consulting Group at 1-800-935-4277. Thank you for your help with this important study.

2000 General Aviation Survey  Federal Aviation Administration



**Federal Aviation
Administration**

April, 2001

Dear Aircraft Owner:

The Federal Aviation Administration (FAA) is now conducting the 23rd annual General Aviation/Air Taxi Activity and Avionics Survey. Your participation will allow the FAA to calculate the size and makeup of the general aviation fleet, the number of hours flown, and the reasons people use general aviation aircraft. The enclosed survey is the **ONLY** source for this important information. These aggregate numbers are used by the FAA, trade associations, and the general aviation industry to pinpoint safety problems, determine the need for traffic facilities and services, and to form the basis for critical research and analysis of general aviation issues. Along with the FAA, each association on the letterhead strongly supports this survey and requests your participation.

Be assured that your responses are completely confidential and will be used for statistical tabulation only. The FAA has contracted PA Consulting Group, an independent research firm, to implement the General Aviation Survey. They are responsible for mailing out the surveys, processing the data from completed surveys, and analyzing the results.

Enclosed is a questionnaire requesting information for calendar year 2000. Regardless of whether you used this aircraft frequently in the year 2000, did not use this aircraft at all, or filled out a similar survey about this aircraft in the past, your responses are important! To provide accurate information on the general aviation fleet we need to know about **ALL** aircraft in our sample. I urge you to complete the questionnaire and use the enclosed postage paid envelope to mail it in today.

If you prefer to complete the survey online, please use your web browser to access www.pilotreports.com/gasurvey (Use the aircraft N-number as the password to log on).

If you have any questions or need further assistance, please call Matt Anderson of PA Consulting Group at the following toll-free number: 1-800-935-4277. If you have not obtained a satisfactory response, please call me at 202-267-3355.

The FAA and the general aviation industry thank you for your participation.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert L. Bowles".

Robert L. Bowles
Manager, Statistics and Forecast Branch

Please turn this page over for some commonly asked questions and answers

The 2000 General Aviation and Air Taxi Activity and Avionics Survey

What does the FAA do with this detailed information?

The information collected in this survey helps the FAA to understand more about general aviation activities, assess the impact of general aviation activities on the National Airspace System, and determine the need for increased traffic facilities and services. Federal, state and local governments; general aviation associations; and private industry and individuals use the summary data for safety analyses, planning, forecasting, and research and development. For example, more accurate information on hours flown and aircraft activity lead to more accurate safety measures, which in turn impacts general aviation insurance rates.

Will my name be associated with my survey responses?

ABSOLUTELY NOT! PA Consulting Group will keep your survey responses strictly confidential. Names of individuals are never associated with responses. There is an identification number on your survey only so PA Consulting Group knows who should receive the survey.







Why was I selected for this survey?

Your name was randomly selected from the Civil Aviation Registry. The Registry shows you as a registrant of this aircraft as of December 31, 2000.

What if I completed a survey last year?

If you were randomly sampled to complete a survey last year, it is because the number of aircraft like yours is small so your chances of being selected again were high. Even if you were sampled last year, it is very important that you respond to this survey this year.

What should I do if . . . ?

-  IF . . . you are no longer in possession of this aircraft but were the registered owner on December 31, 2000, ***try to answer all the questions.***
-  IF . . . you are no longer in possession of this aircraft and the aircraft was sold prior to December 31, 2000, ***please forward this survey to the new owner for response or call Matt Anderson of PA Consulting Group on our toll free number: 1-800-935-4277.***
-  IF . . . your aircraft, for whatever reason, was not used during calendar year 2000, ***answer Question 1 and return the survey. The fact that your aircraft was not flown during the year is just as important as the fact that it was flown.***
-  IF . . . your aircraft was operated primarily as an air carrier (FAR Part 121 or 129), ***please answer Questions 1 and 2 and return your survey.***
-  IF . . . your aircraft was operated primarily by another person or company (e.g., leased), ***either (1) obtain the necessary information from the operator, (2) forward this questionnaire to the operator for response, OR (3) call Matt Anderson of PA Consulting Group at our toll free number: 1-800-935-4277.***
-  IF . . . you have a question about how to fill out the survey or have a question we haven't answered, ***call Matt Anderson of PA Consulting Group on our toll free number: 1-800-935-4277***



**Federal Aviation
Administration**

June, 2001

Dear Aircraft Owner:

The Federal Aviation Administration (FAA) needs your help. Please participate in the 2000 General Aviation/Air Taxi Activity and Avionics Survey. Your responses will help the FAA to calculate the size and makeup of the general aviation fleet, the number of hours flown, and the reasons people use general aviation aircraft. The enclosed survey is the **ONLY** source for this information. To provide accurate information on the general aviation fleet we need to know about **ALL** aircraft in our sample.

Information from this survey is aggregated and used by the FAA, trade associations, and the general aviation industry to pinpoint safety problems, determine the need for traffic facilities and services, and to form the basis for critical research and analysis of general aviation issues. Along with the FAA, each association on the letterhead strongly supports this survey and requests your participation.

Be assured that your responses are completely confidential and will be used for statistical tabulation only. The FAA has contracted PA Consulting Group, an independent research firm, to implement the General Aviation Survey. They are responsible for mailing out the surveys, processing the data from completed surveys, and analyzing the results.

Enclosed is a questionnaire requesting information for calendar year 2000. If you prefer to complete the survey online, please use your web browser to access www.pilotreports.com/gasurvey (Use the aircraft N-number as the password to log on).

If you have any questions or need further assistance, please call Matt Anderson of PA Consulting Group at the following toll-free number: 1-800-935-4277. If you have not obtained a satisfactory response, please call me at 202-267-3355.

The FAA and the general aviation industry thank you for your participation.

Sincerely,

Robert L. Bowles
Manager, Statistics and Forecast Branch

Please turn this page over for some commonly asked questions and answers

The 2000 General Aviation and Air Taxi Activity and Avionics Survey

What does the FAA do with this detailed information?

The information collected in this survey helps the FAA to understand more about general aviation activities, assess the impact of general aviation activities on the National Airspace System, and determine the need for increased traffic facilities and services. Federal, state and local governments; general aviation associations; and private industry and individuals use the summary data for safety analyses, planning, forecasting, and research and development. For example, more accurate information on hours flown and aircraft activity lead to more accurate safety measures, which in turn impacts general aviation insurance rates.

Will my name be associated with my survey responses?

ABSOLUTELY NOT! PA Consulting Group will keep your survey responses strictly confidential. Names of individuals are never associated with responses. There is an identification number on your survey only so PA Consulting Group knows who should receive the survey.







Why was I selected for this survey?

Your name was randomly selected from the Civil Aviation Registry. The Registry shows you as a registrant of this aircraft as of December 31, 2000.

What if I completed a survey last year?

If you were randomly sampled to complete a survey last year, it is because the number of aircraft like yours is small so your chances of being selected again were high. Even if you were sampled last year, it is very important that you respond to this survey this year.

What should I do if . . . ?

-  IF . . . you are no longer in possession of this aircraft but were the registered owner on December 31, 2000, ***try to answer all the questions.***
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**Federal Aviation
Administration**

July, 2001

Dear Aircraft Owner or Operator:

We need your input!

Earlier this summer, we sent you a General Aviation/Air Taxi and Avionics Survey questionnaire to help us compile aircraft activity information for 2000. We have not yet received your response. Your responses will help the FAA to calculate the size and makeup of the general aviation fleet, the number of hours flown, and the reasons people use general aviation aircraft. The enclosed survey is the **ONLY** source for this information. To provide accurate information on the general aviation fleet we need to know about **ALL** aircraft in our sample.

In case the previous mailings never reached you or were misplaced, we have enclosed another identical questionnaire with a return postage-paid envelope for your convenience. Please read the instructions on the back page of this letter, complete the questionnaire, and use the enclosed envelope to return it to us today. Be assured that your responses are completely confidential and will be used for statistical tabulation only.

Enclosed is a questionnaire requesting information for calendar year 2000. If you prefer to complete the survey online, please use your web browser to access www.pilotreports.com/gasurvey (Use the aircraft N-number as the password to log on).

If you have any questions or need further assistance, please call Matt Anderson at PA Consulting Group at the following toll-free number: 1-800-935-4277. If you have not obtained a satisfactory response, please call me at 202-267-3355.

We look forward to receiving your response, so that we can include your input in the 2000 statistics.

If your response is already in the mail, thank you for your cooperation.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert L. Bowles".

Robert L. Bowles
Manager, Statistics and Forecast Branch

Please turn this page over for some commonly asked questions and answers

The 2000 General Aviation and Air Taxi Activity and Avionics Survey

What does the FAA do with this detailed information?

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